



# 2025 DRIVING BEHAVIOR SURVEY

A REPORT TO THE  
COLORADO DEPARTMENT  
OF TRANSPORTATION

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Section 1

# Executive Summary

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## Welcome

The Colorado Department of Transportation (CDOT) conducts a yearly survey of Colorado residents to inform operations, assess trends, and better understand the attitudes and behaviors of the state's drivers.

In 2025, CDOT retained Corona Insights to conduct this research. This report presents the results of the 2025 survey. The survey instrument largely replicated previous years', with some minor edits. This report highlights statistically significant changes between 2024 and 2025 when they are present.

Surveys were collected from April 17<sup>th</sup> to May 31<sup>st</sup>, 2025, a similar time frame to previous years. The 2024 survey was fielded from April 15<sup>th</sup> to May 19<sup>th</sup>.

*More details about the methodology can be found in the [Appendix](#).*

## Sampling Methodology

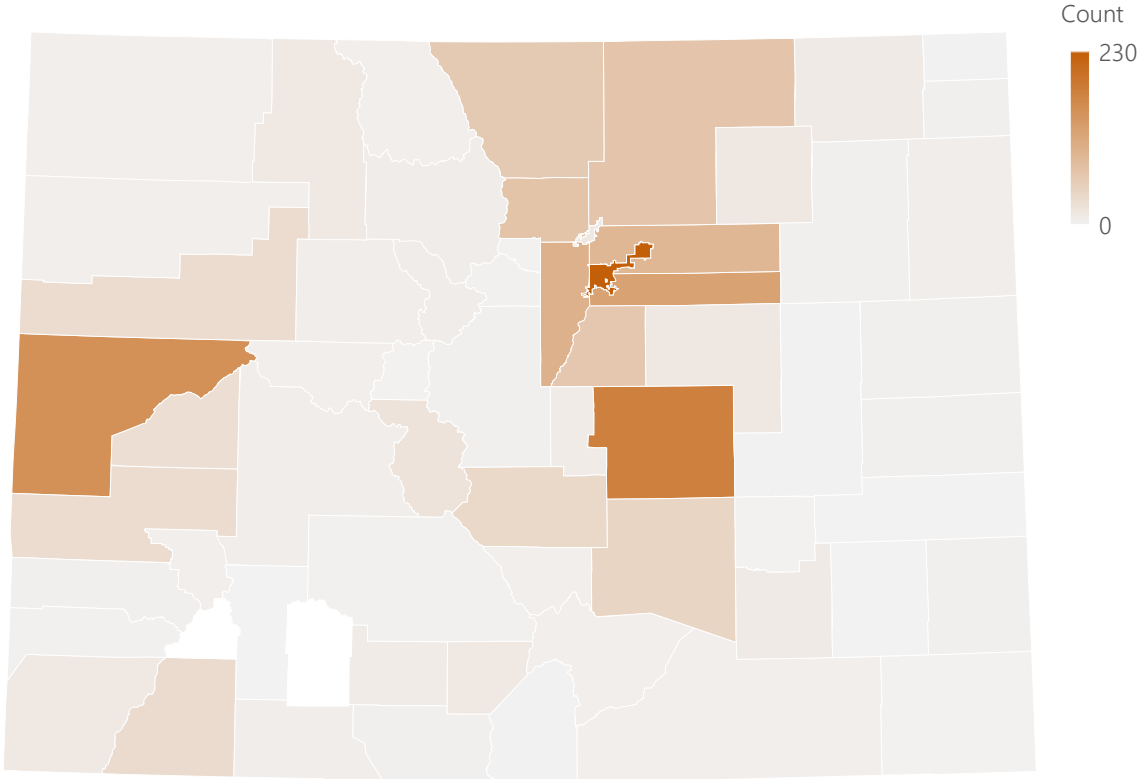
Corona Insights replicated sampling methods from the 2024 survey (and previous years') in order to collect a representative sample of Colorado's drivers and to more effectively compare responses over time. This included:

- > A mail packet survey (in English and Spanish) sent to 10,000 randomly selected residential addresses with an oversample of non-Front Range counties (this is double what was sent in previous years to allow for more demographic comparisons by increasing sample size). Respondents could participate online or mail back the paper copy of the survey. A follow-up reminder postcard was also sent to all addresses and again included the online web address and QR code.
- > An online panel was used to supplement mail responses. This panel targeted demographics that traditionally have lower response rates to surveys (young residents and People of Color).
- > 1,695 Colorado residents completed the survey: 752 by mail, 322 online invited by mail, and 621 via the panel. The margin of error was  $\pm 3.3\%^*$ . 945 surveys were completed in 2024.

\*By supplementing with panel respondents, the data reflected in this report are not a true random sample and the margin of error is approximate. This margin of error accounts for the design effect of weighting the survey data to be more representative of adult Colorado residents.

# Executive Summary: Respondent Locations

Responses by County



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The map on the left presents the number of responses received for the 2025 survey by county. In 2025, responses were collected from 61 of Colorado’s 64 counties; 230 responses were collected from Denver County.

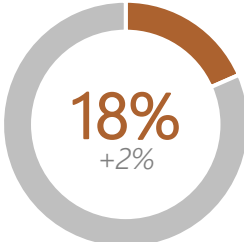
Addresses from outside the Front Range were oversampled to hear from enough rural residents to understand their unique attitudes and behaviors. As described on the previous slide, the survey’s results were statistically weighted to still be representative of Colorado’s adult population with this oversample.

# Executive Summary: Respondent Profile

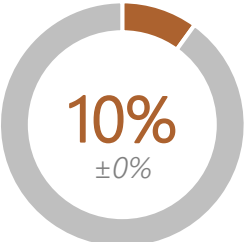
Below we summarize key demographics of the population represented by these results. This summary provides overall context for interpreting results herein. These figures (and all others in this report) have been weighted by region, age, gender, and race to more effectively represent the adult population of Colorado based on data from the US Census' American Community Survey.

<b>Gender</b>	<i>Total</i>	<b>Educational Attainment</b>	<i>Total</i>	<b>Region</b>	<i>Total</i>	<b>Languages Spoken Other Than English</b>	<i>Total</i>
Male	49%	11th grade or less	2%	Denver Metro	51%	Yes	21%
Female	50%	12th grade/HS diploma/GED	15%	Front Range, Non-Denver Metro	31%	No	79%
Gender(s) not listed here	1%	Some college/trade/vocational school	23%	Outside of Front Range	17%		
		College graduate	35%				
		Post graduate work or degree	25%				
<b>Household Income</b>		<b>Race</b>		<b>Age</b>		<b>Primary Vehicle Type</b>	
Less than \$35,000	13%	American Indian or Alaska Native	3%	18-24	7%	Car, station wagon, or hatchback	44%
\$35,000 to \$49,999	11%	Asian or Asian American	4%	25-34	17%	Sport utility vehicle (SUV)	37%
\$50,000 to \$74,999	17%	Black or African American	11%	35-44	24%	Pickup truck	14%
\$75,000 to \$99,999	16%	Hispanic or Latino/Latina	17%	45-54	11%	Van or minivan	3%
\$100,000 to \$124,999	12%	Native Hawaiian or Pacific Islander	1%	55-64	17%	Motorcycle	1%
\$125,000 to \$149,999	7%	White	71%	65-74	14%	Other/None	2%
\$150,000 to \$199,999	10%	Other race or combination of races	3%	75 or over	10%		
\$200,000 or more	13%						

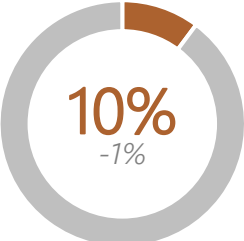
## Safety



*Drove over the speed limit most or all of the time overall*

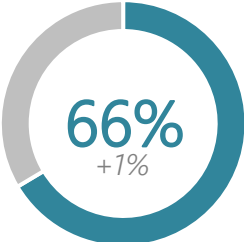


*Drove over the speed limit most or all of the time on neighborhood roads*

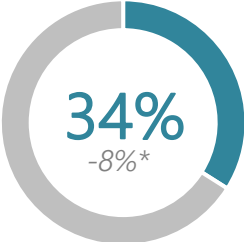


*Wore a seat belt less than all the time when driving overall*

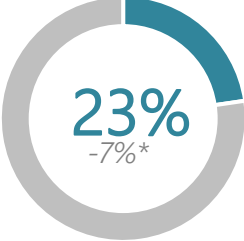
## Distractions



*Talked on a phone hands-free while driving in the last week*

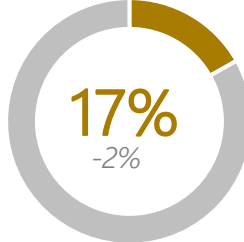


*Picked up a phone to make or receive a call while driving the last week*

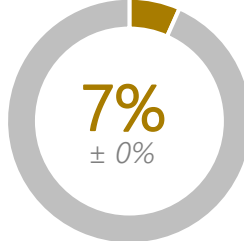


*Picked up a phone to send a message while driving in the last week*

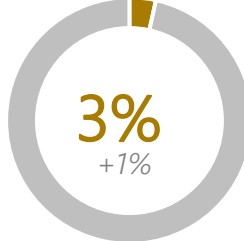
## Under the Influence



*Drove within two hours of drinking alcohol in the last month*



*Drove within two hours of consuming cannabis in the last month*

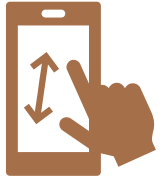


*Drove within two hours of consuming impairing prescription medication in the last month*

The smaller percentages in gray italics indicate the change from 2024 to 2025.  
\* Indicates that this change was statistically significant.

# Executive Summary: Total Unsafe Driving Behaviors in 2025

## Rate of Unsafe Driving Behaviors:



71% said they sometimes use their phone while driving



21% said they drove within two hours of consuming alcohol, cannabis, or impairing prescription drugs in the last 30 days

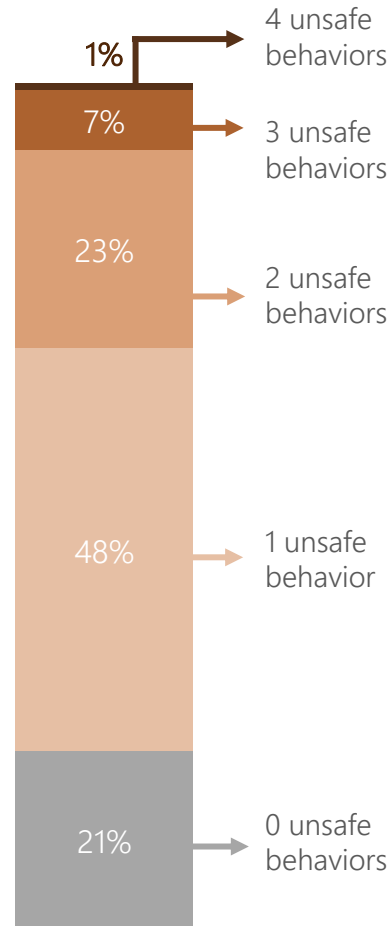


18% said they drove over the speed limit most or all the time overall



10% said they wear their seat belt less than all the time when driving overall

## Total Number of Unsafe Driving Behaviors



The graph in the center of this slide shows the share of Colorado drivers who engaged in each number of unsafe behavior categories detailed on the left. About one out of five (21%) said they did none of these behaviors and nearly half (48%) said they did just one of these types of unsafe driving behaviors in 2025.

- > On average, Colorado drivers said they engaged in 1.19 of the behaviors listed on the left in 2025. This average has been trending downward over the last two years from 1.35 in 2023 and 1.27 in 2024. The difference between 2023 and 2025 was statistically significant.
- > In 2025, the following demographics engaged in a higher average number of unsafe driving behaviors:
  - Males
  - Drivers aged 25–44
  - Black or African American drivers
  - Those who drove five or more days in a typical week

# Guide to the following key findings

*Describes the rate of a driving behavior among Colorado Drivers in 2025*

## Trend

Describes the trend in this behavior over the last few years

## Demographic Differences

Highlights any statistically significant differences in this behavior across demographics in 2025.

## Related Attitudes

Discusses any related attitudes and implications

# Key Finding 1: Seat Belt Usage

*Nine out of ten Colorado Drivers (90%) said they wear their seat belt all the time when driving overall.*

## Trend

This rate has held steady over the last four years.

## Demographic Differences

The following Colorado drivers were less likely to say they wear their seatbelt all the time when driving:

- Drivers of vehicles older than 2001 (72%)
- Those with a household income below \$50k (80%)
- People of Color (83%)
- Drivers aged 18–45 (85%)
- Drivers without a college degree (85%)
- Male drivers (87%)

## Related Attitudes

Top items that would get drivers to buckle up more:

1. Car reminders (47%)
2. Expected ticket (29%)
3. Thought seat belts would make them safer (26%)

# Key Finding 2: Speeding

*More than one out of three (36%) Colorado drivers said they drive over the speed limit most or all the time on highways/interstates.*

## Trend

This rate has held steady over the last four years.

## Demographic Differences

The following Colorado drivers were more likely to say they sped most or all the time on highways/interstates:

- Drivers with a vehicle newer than 2020 (44%)
- Drivers aged 18–45 (44%)
- Drivers with a college degree (40%)

## Related Attitudes

Only 13% of Colorado drivers said they would be very likely to get a ticket if they consistently drove 5–10 mph over the speed limit for the next six months on roads where the speed limit is 65 mph.

# Key Finding 3: Phone Usage

*Nearly half of Colorado drivers (46%) picked up their phone to make/receive calls and/or text while driving in the last week.*

## Trend

The share of drivers who did this in the last week in 2025 (46%) decreased significantly from 2024 (53%). Specifically, the percentage of Colorado drivers who picked up a phone to make calls decreased from 42% in 2024 to 34% in 2025, and the share that picked up a phone to send a message decreased from 30% to 23%.

## Demographic Differences

The following Colorado drivers were more likely to use their phone by hand while driving in the last week:

- Drivers aged 18–34 (70%)
- Black or African American drivers (62%)
- Hispanic or Latino/Latina drivers (62%)
- Those who typically drive 5+ days a week (52%)

## Related Attitudes

Top items that would stop phone use while driving:

1. Hands-free car features (41%)
2. Expected ticket (25%)
3. Thought phone use was unsafe (21%)

# Key Finding 4: Food & Drink

*The most common distraction was eating food/drinking a beverage. This was done by 72% of Colorado drivers in the last week.*

## Trend

The share of drivers who said they ate food or drank a beverage was consistent over the last few years.

## Demographic Differences

The following Colorado drivers were more likely to eat food or drink a beverage while driving in the last seven days:

- Those who typically drive 5+ days a week (79%)
- Drivers aged 18–44 (77%)
- Drivers with household incomes of \$50k+ (74%)

## Related Attitudes

While this was the most commonly experienced distraction in the last seven days, mentioned by more respondents than any other distraction, Colorado drivers were slightly more likely to say talking on a hands-free phone was something they did the most often while driving (31%). Here, eating food/drinking a beverage came in a close second (26%).

# Key Finding 5: Driving After Consuming Substances

*About one out of five Colorado drivers (21%) said they drove within two hours of consuming alcohol, cannabis, or impairing prescription drugs in the last 30 days.*

## Trend

While the share of 2025 drivers who said they did this (21%) was similar to that in 2024 (23%), there was a statistically significant decrease from 2023 (28%).

## Demographic Differences

The following Colorado drivers were more likely to say they drove within two hours of consuming alcohol, cannabis, or impairing prescription drugs:

- Drivers aged 25–44 (29%)
- Drivers with postgraduate degrees (28%)
- Male drivers (26%)

## Related Attitudes

Top items that would get drivers to stop driving after substance use:

1. Thought they were a danger to others (47%)
2. Thought they couldn't drive safely (45%)
3. Sober friend willing to drive (36%)

# Key Finding 6: DUI Enforcement

*A greater share of Colorado drivers thought a DUI was likely (somewhat or very) for someone consuming alcohol above the legal limit (66%) than cannabis (52%) or prescription medications (39%).*

## Trend

Overall, these perceptions have held steady over the last four years.

## Demographic Differences

The following Colorado drivers were more likely to say a DUI for alcohol consumption was somewhat or very likely:

- Drivers aged 18–24 (78%)
- Hispanic or Latino/Latina drivers (75%)
- Drivers who used cannabis (77%)

## Related Attitudes

Share of Colorado drivers who said it was likely (somewhat or very) that a police officer could accurately tell if someone recently consumed:

- Alcohol (77%)
- Cannabis (62%)
- Prescription medication (38%)

# Key Finding 7: DUI Safety Perceptions

*Very few Colorado drivers agreed (somewhat or strongly) that they could drive safely under the influence of alcohol (7%), cannabis (9%), or prescription medications (9%).*

## Trend

The share of Colorado drivers who believed they could drive safely under the influence of these substances has been consistently low over the last four years.

## Demographic Differences

The following Colorado drivers were more likely to agree they could drive safely under the influence of cannabis:

- Drivers who used cannabis (36%)
- Black or African American drivers (24%)
- Hispanic or Latino/Latina drivers (19%)
- Drivers aged 18–44 (16%)
- Drivers without a college degree (15%)

## Related Attitudes

Most Colorado drivers (74%) said they would feel comfortable having one or zero alcoholic drinks within a two-hour period and still feel safe to drive a vehicle. This share has been similar over the last four years.

# Key Finding 8: Law Awareness

*Strong majorities of Colorado drivers were aware of state laws prohibiting manual phone use (91%), requiring three feet of space for cyclists (87%), allowing motorcycle lane filtering (78%), and requiring breath/blood samples upon DUI arrest (77%).*

## Trend

Most of these questions were asked for the first time in 2025. Awareness of the requirement for breath/blood sample upon DUI arrest held steady from 2024.

## Demographic Differences

Awareness was similar across demographics for most laws. However, the following groups were less aware that motorcycle lane filtering was a state law:

- Drivers outside the Front Range (70%)
- Drivers with a HS diploma or lower educational attainment (69%)
- Drivers aged 18–34 (68%)

## Related Attitudes

Drivers said they did the following more often to use their phone hands-free in the last six months (roughly the time since the state's hands-free law went into effect):

1. Used car's built-in speaker system (37%)
2. Used Apple CarPlay or Android Auto (32%)
3. Used a dashboard/phone mount (25%)

# Key Finding 9: CDOT's Performance

*Most Colorado drivers (54%) said CDOT did a good or excellent job maintaining interstates, U.S. highways, and state highways.*

## Trend

While CDOT's performance rating in 2024 and 2025 were similar, the share of drivers who rated this performance as poor was higher in 2025 (16%) than previous years. This was a statistically significant difference from 2022 (6%).

## Demographic Differences

Ratings of CDOT's performance were generally similar across demographics in 2025.

## Related Attitudes

These ratings were consistent across a wide range of attitudes and behaviors, like unsafe driving behavior or typical driving frequency.

# Key Finding 10: Motorcycle Riders

*About four out of five motorcycle riders (78%) said they wear a helmet most or all the time when riding.*

## Trend

Helmet use among motorcycle riders was similar in 2024 and 2025. However, a larger share of riders said they never wear a helmet in 2025 (13%) than in 2023 (4%). This difference was statistically significant.

## Demographic Differences

In general, helmet use was similar across demographics in 2025. Helmet use did correlate with seatbelt use. Three out of four (72%) of drivers who always wore their seat belt said they always wear a helmet, compared to just two out of five (41%) riders who don't always wear their seatbelt.

## Related Attitudes

Three out of four (73%) motorcycle riders said their license had an endorsement to ride in 2025 (similar to previous years). Most motorcycle riders said they did not engage in lane filtering (71%). This rate was the same among riders who were aware of the current state law and those who were not.

*The table on the right summarizes some key differences between young (aged 18–24) and older Colorado drivers (aged 25 and older).*

Young drivers were much more likely to say they picked up their phone to make/receive calls, read text messages, and send text messages while driving.

Young drivers were more than twice as likely to believe that they could drive safely under the influence of cannabis than older drivers.

	Drivers aged 18–24	Drivers aged 25+
Picked up phone to make or receive a call while driving in the last seven days	51%	28%
Picked up phone to read a text message while driving in the last seven days	48%	27%
Picked up phone to send a text message while driving in the last seven days	44%	18%
Agreed that they could drive safely under the influence of cannabis	17%	7%
Wore a motorcycle helmet all the time (if they ever ride a motorcycle)	47%	68%

Note that the difference in motorcycle helmet use was not statistically significant. This was likely due to a smaller sample of motorcycle riders.

# Executive Summary: Spotlight on Cannabis-Using Drivers

*The table on the right summarizes some key differences between drivers who used cannabis in the last 30 days and those who did not.*

One third of cannabis-using drivers said they drove within two hours of using cannabis in the last 30 days. These drivers were also more likely to say they drove within two hours of using alcohol than drivers who did not use cannabis.

A bit more than one third of cannabis-using drivers thought they could drive safely under the influence of cannabis.

While cannabis users thought someone who drove with an illegal amount of cannabis in their system would be likely to get a DUI at a lower rate than non-users, they believed a police officer could accurately tell if someone recently used cannabis at a similar rate.

	Used cannabis	Did not use
Drove within two hours of using cannabis in the last 30 days	33%	0%
Drove within two hours of using alcohol in the last 30 days	31%	14%
Agreed that they could drive safely under the influence of cannabis	36%	4%
Thought that someone who drove with an illegal amount of cannabis would be likely to get a DUI	23%	36%
Thought it was likely that a police officer could accurately tell if someone recently used cannabis	19%	24%

# Executive Summary: Spotlight on Those Who Drink and Drive

*The table on the right summarizes some key differences between those who drove within two hours of drinking alcoholic beverages and those who did not.*

One fourth of these drivers thought they could drive safely under the influence of alcohol.

Two out of five drivers who did this said they would stop driving under the influence if they knew exactly what their blood alcohol content was.

*Not shown:* Most of these drivers (62%) said they would stop doing this if they thought they were a danger to others or if they thought they couldn't safely drive their vehicle.

Those who drink and drive thought a DUI was likely for those driving above the legal blood alcohol limit at a similar rate as those who did not.

	Drove after drinking	Did not
Agreed that they can drive safely under the influence of alcohol	25%	4%
Said they would feel comfortable having 3+ drinks within a 2-hour period and still feel safe to drive a vehicle	17%	4%
Said they would stop driving under the influence if they knew exactly what their blood alcohol content was	40%	12%
Thought it was likely that a person who drove with alcohol above the legal limit would get a DUI	64%	68%
Thought it was likely that a police officer could accurately tell if a driver recently consumed alcohol	74%	78%

# Executive Summary: Spotlight on Hand-Held Phone Users

*The table on the right summarizes some key differences between those who used their phone with their hands in the last seven days and those who did not.*

Drivers who used their phone by hand in the last seven days were less likely to know that there was Colorado law that prohibited this. Nonetheless, nearly nine out ten of these drivers were aware of this state law.

Most of these drivers took at least one action to use their phone hands-free more frequently in the last six months.

While two out of five of these drivers said they would stop using their phone while driving if their car had hands-free features to use it, they were less likely to say this than drivers who did not use their phone by hand in the last week.

	Used phone by hand	Did not
Was aware of the Colorado law that stipulates drivers cannot use a phone with their hands	88%	94%
Said they took at least one action to use their phone hands-free more frequently in the last six months	62%	35%
Said they would stop using their phone while driving if their car had hands-free features to use it	38%	47%
Said they would stop using their phone while driving if they thought they could get a ticket for doing so	31%	17%
Said they would stop using their phone while driving if their phone blocked messages while driving	23%	12%

The following sections include exhibits summarizing each question from the survey. For clarity and ease of reading, exhibits typically only show results for the driving population overall.

Notable differences by segment (e.g., age), while not shown in the exhibit, are noted in text.

Some labels on exhibits have also been removed for clarity. These represent proportions of 3% or less.

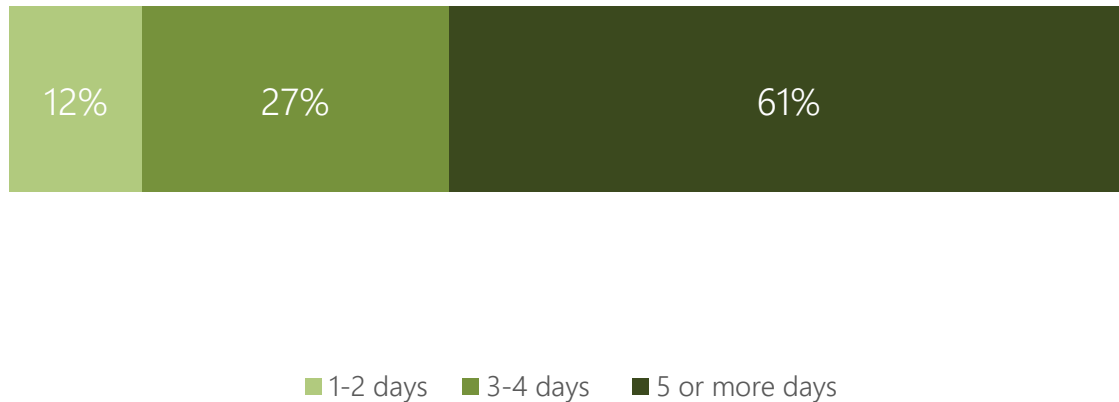
Section 2

## **Seat Belt Usage**

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# Most Colorado drivers said they drive five or more days in a typical week

Days Driven in a Typical Week (n=1,680)

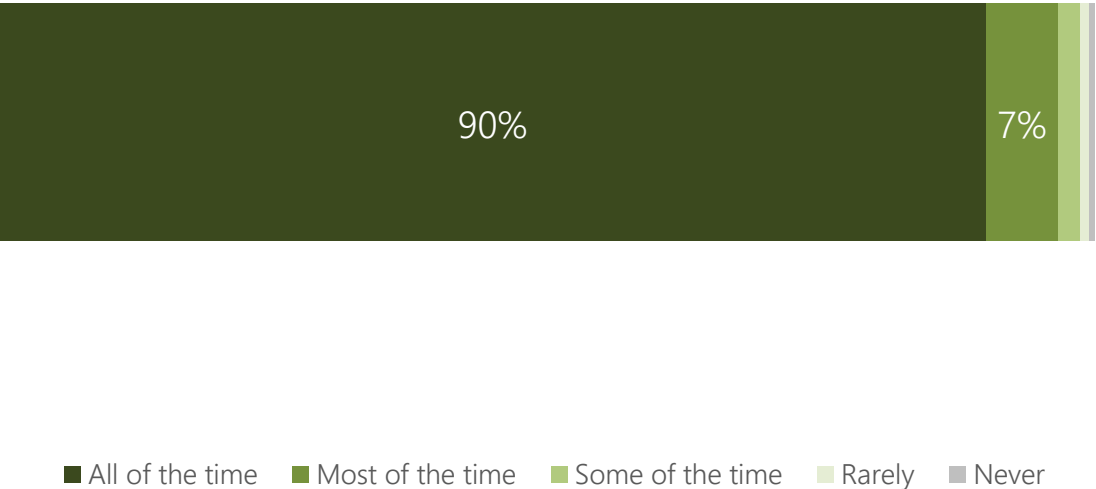


- > When asked how many days they drive in a typical week, most Colorado drivers (61%) said they drove five or more days.
- > Drivers aged 18–24 were more than twice as likely (24%) than older drivers (11%) to say they drove just one or two days in a typical week.
- > People of Color were less likely to say they drove five days or more in a typical week (56%) than White drivers (64%).
- > Drivers with household incomes below \$35,000 were less likely (46%) to say they drove five or more days in a typical week than those with higher household incomes (64%).

*Residents who said they do not drive at all were asked to not complete the survey. Residents who failed to follow this direction were excluded from analysis.*

# Only one out of ten Colorado drivers said they wear their seat belt less than all the time

Frequency of Wearing Seat Belt When Driving (n=1,680)

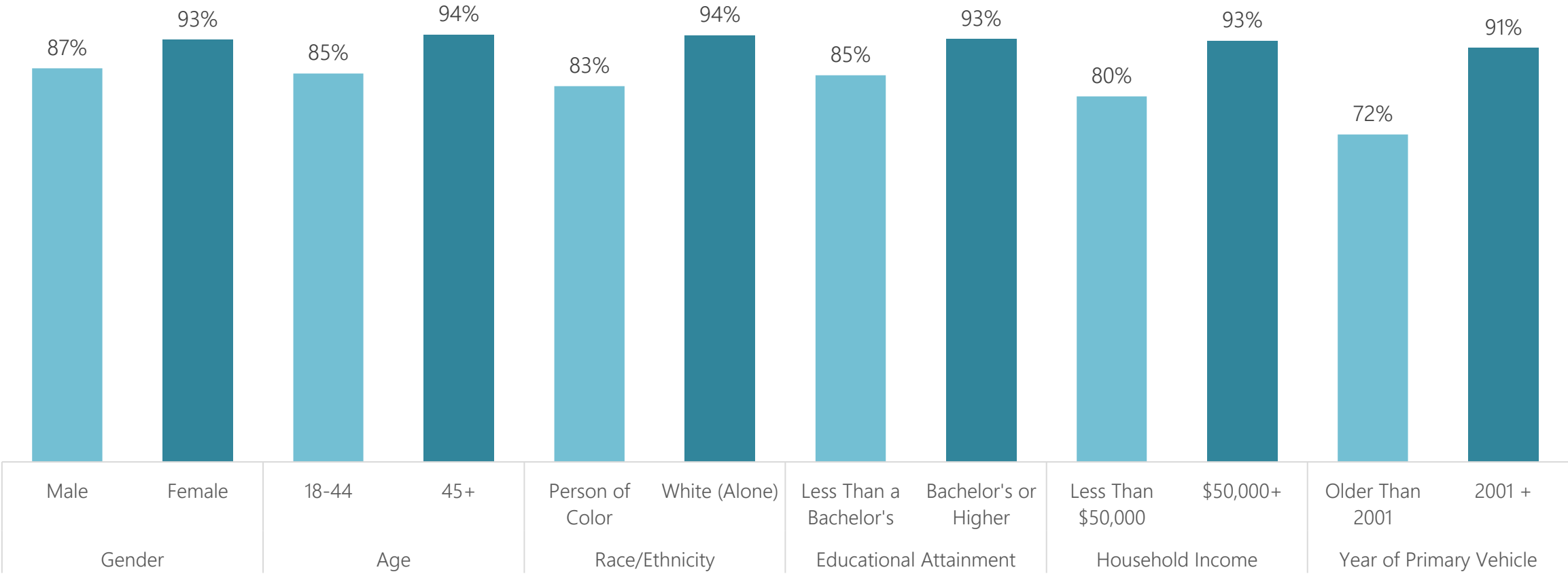


- > Nine out of ten Colorado drivers (90%) said they wear their seat belt all of the time when driving overall. An additional 7% said they do so most of the time and only 3% of the state’s drivers said they do this just some of the time or less frequently.
- > People of Color were less likely to have said they wear their seat belt all the time overall (83%) than those identifying as White alone (94%). Black or African American drivers (79%) were less likely to say they did this all the time than other drivers (90%).
- > Male drivers were less likely to have said they wear their seat belt all the time overall (87%) than female drivers (93%).
- > In general, the reported rates of seat belt usage increased with educational attainment.
- > Drivers who thought a ticket was likely if they did not wear their seat belt at all over the next six months were no more likely to say they buckled up all the time (89%) than drivers who thought a ticket was unlikely (88%).

*Key demographic differences in overall seat belt usage are presented in a graph on the next slide.*

# Seat belt usage varied by demographics

Percentage Wearing a Seat Belt All The Time, Overall

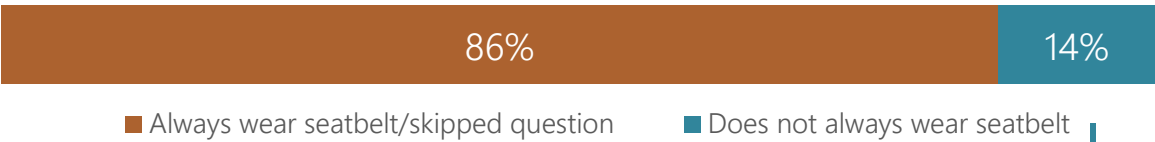


Q2. When DRIVING, how often do you wear your seat belt? Overall.

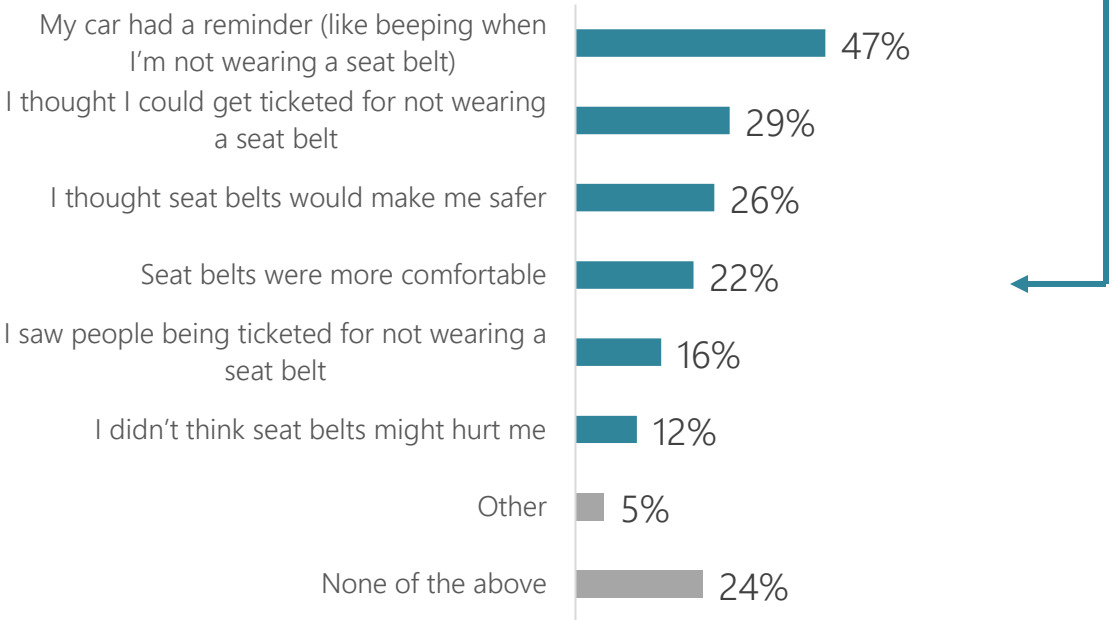
All segments in this graph had statistically significant differences.

# Colorado drivers who did not always wear their seat belts most frequently said vehicle reminders would get them to buckle up more

Frequency of Wearing Seat Belt When Driving (n=1,695)



What Would Get You to Buckle up More (Among Those Who Don't Always Wear a Seatbelt n=254)



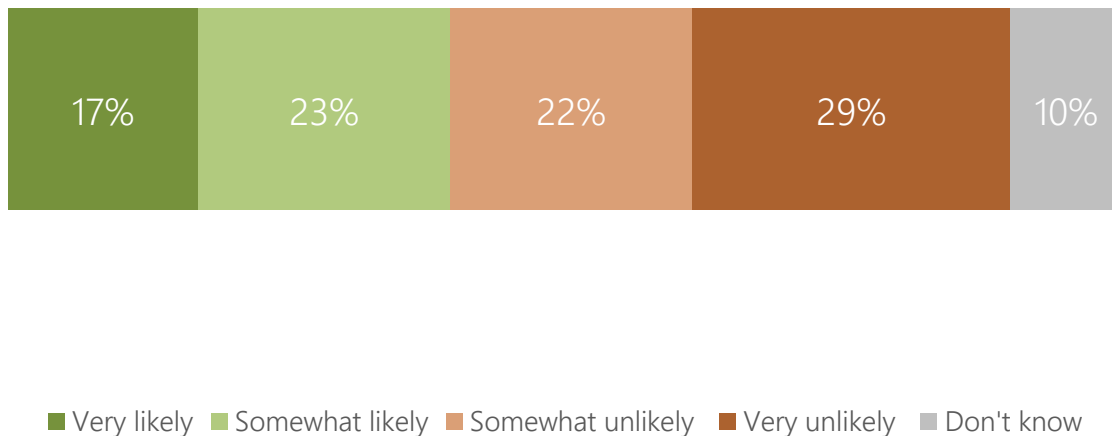
Respondents were asked to identify up to three reasons that might get them to buckle up if they did not always wear their seat belt.

- > Among the 14% of drivers who said they did not always wear their seat belt, the most frequent item to motivate use was if their car had a reminder (47%). (Note: All personal vehicles reported were new enough to have a seat belt warning.)
- > A bit more than one quarter of those who did not always wear their seat belt said they would do so more often if they thought they could get ticketed (29%) or if they thought seat belts would make them safer (26%).
- > Drivers from the Denver metro area were more likely to say they would buckle up more if they saw people being ticketed (25%) than those from other areas of the state (7%).
- > Those aged 18–44 were much less likely to say none of the above (14%) than older drivers (47%), indicating a greater willingness to change behavior among younger drivers.

Q3. If you do NOT always buckle up, would any of the following get you to buckle up more? Check no more than 3.

# Most Colorado drivers thought it was unlikely they would get a ticket if they did not wear their seat belt in the next six months

Likelihood of Getting a Ticket if Not Wearing a Seat Belt at All Over The Next 6 Months (n=1,560)

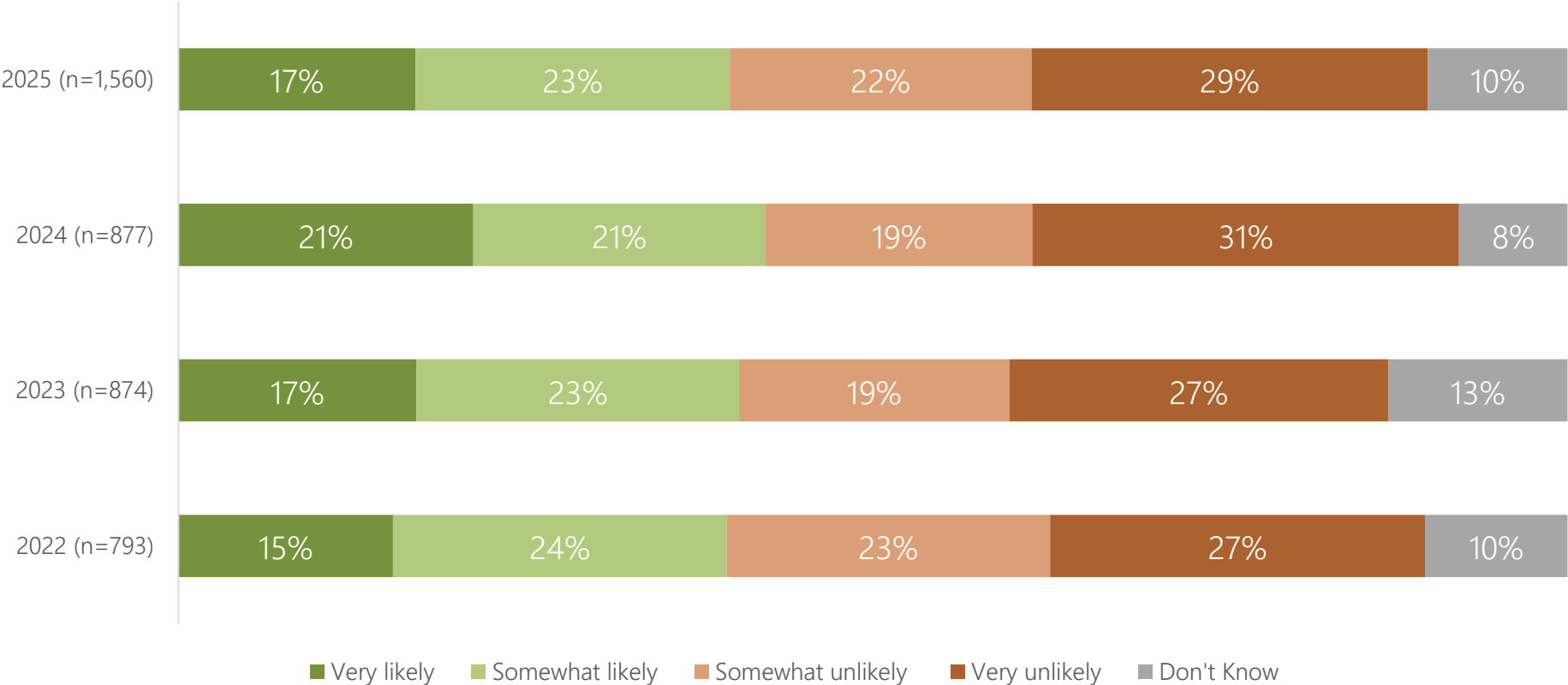


- > A bit more than half of Colorado drivers (51%) said it would be somewhat or very unlikely for them to get a ticket over the next six months if they were not to wear a seat belt at all while driving.
- > Responses to this question had no statistically significant relationship to seat belt usage. Colorado drivers who thought a ticket would be likely were no more likely to say they always wear a seat belt when driving.
- > People of Color were much more likely (30%) to say a ticket was very likely in this scenario than White drivers (11%).
- > Drivers from the Front Range were more likely to say very unlikely (30%) than those from other areas of the state (19%).
- > Drivers with lower educational attainment and household incomes said this was very likely at a higher rate than other drivers.

Q4. Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seat belt? Please check one.

# Perceptions of the likelihood of getting a ticket for not wearing a seat belt have largely remained steady over the last four years

Likelihood of Getting a Ticket if Not Wearing a Seat Belt at All Over The Next 6 Months



Q4. Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seat belt? Please check one.

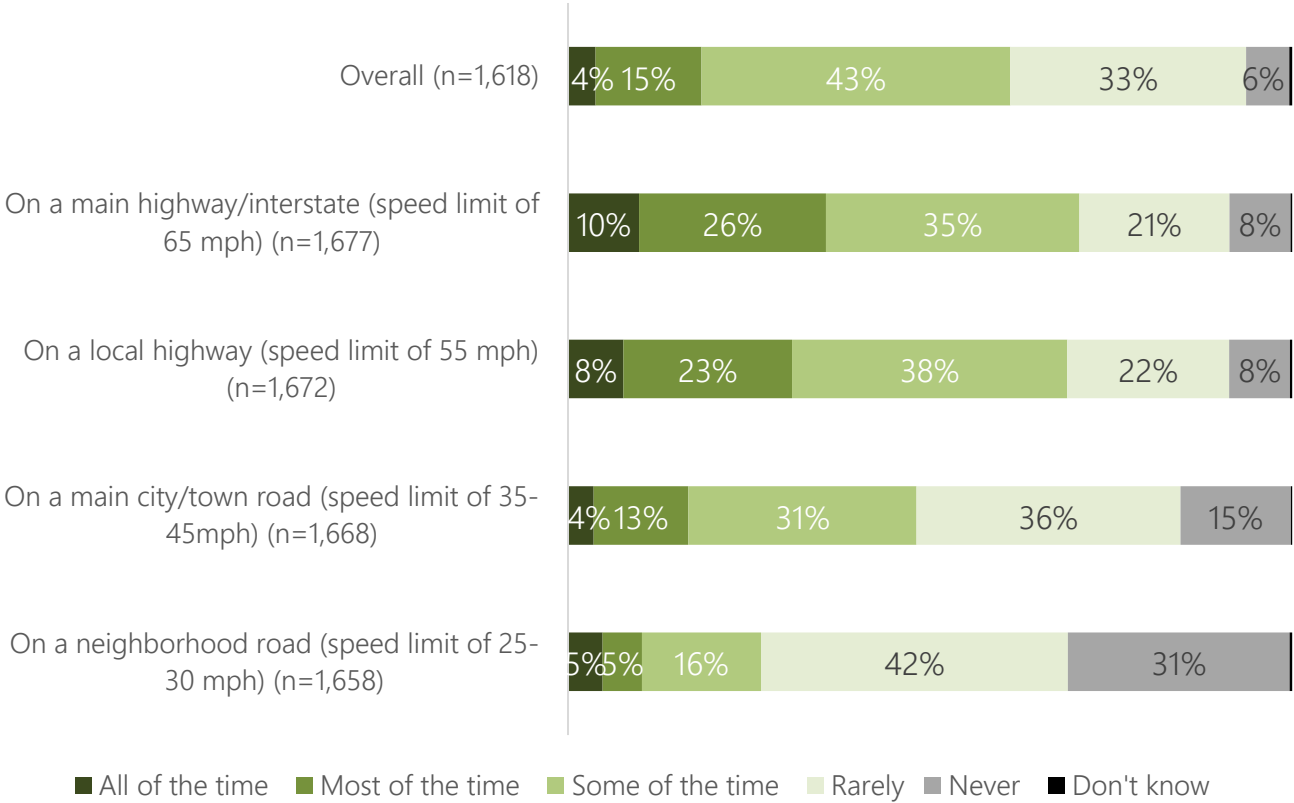
Section 3

## **Driving Over the Speed Limit**

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# Colorado drivers said they sped less frequently on city/town and neighborhood roads than highways

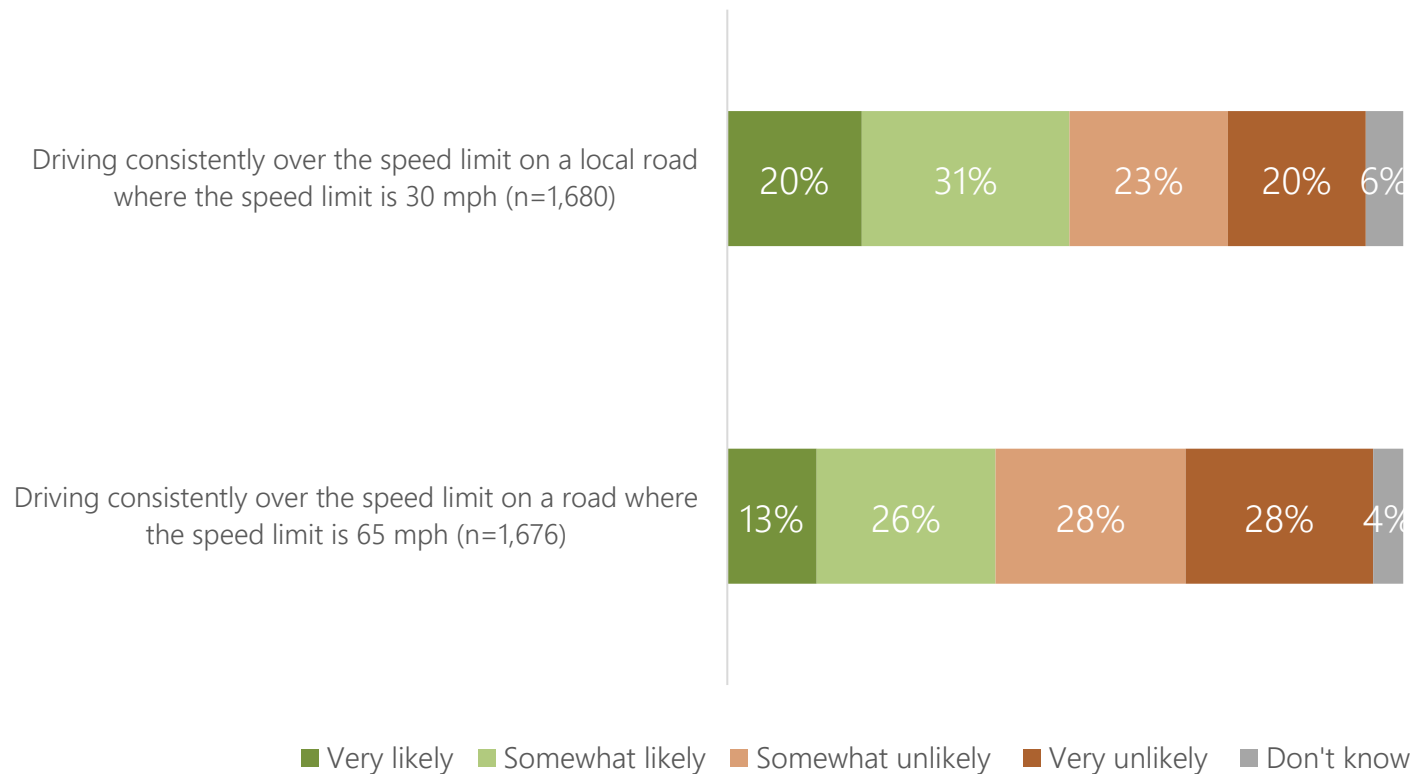
How Often Are Respondents Driving Over The Speed Limit



- > The frequency of driving over the speed limit varied widely by context. Most Colorado drivers said they drove over the speed limit on main highways (71%) and local highways (69%) at least some of the time. However, this dropped to about half (48%) of drivers when considering main city/town roads and about one quarter (27%) when considering neighborhood roads.
- > Drivers from the Denver metro area were more likely to say they sped most or all of the time overall (22%) than those from other regions of the state (14%).
- > Drivers aged 18–44 were more likely to say they sped most or all of the time overall (24%) than older drivers (13%).

# Half of Colorado drivers said they would be somewhat or very likely to be stopped by police if driving consistently over the speed limit on roads where the limit was 30 mph

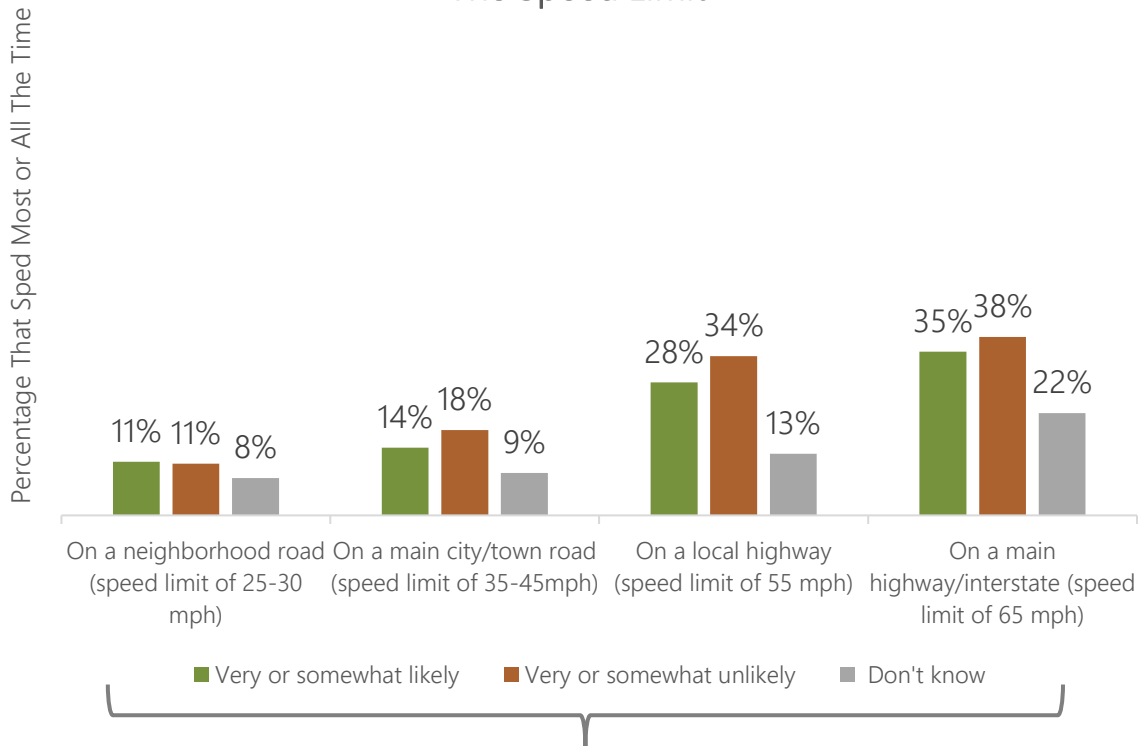
How Likely Would it be For the Police to Stop You Over The Next 6 Months When...



- > About half (51%) said they would be at least somewhat likely to be stopped by police over the next 6 months if they consistently drove over the speed limit on a local road where the speed limit is 30 mph.
- > Alternatively, 39% said it was at least somewhat likely to happen when driving consistently over the speed limit on a road where the speed limit is 65 mph.
- > People of Color said a ticket was likely where speeds were 65 mph (52%) at higher rates than drivers who identified as White alone (53% and 37% respectively).
- > Male drivers said a ticket was very unlikely when speeding consistently on a 65-mph road at a higher rate (33%) than female drivers (23%).

# Drivers who thought getting stopped by police was likely when driving 5–10 mph over the speed limit were less likely to speed than those who thought this was unlikely on local highways

Speeding Behavior By Perception of How Likely Getting Stopped By Police Would Be For Driving 5-10 MPH Above The Speed Limit



Suppose you drove consistently 5–10 mph over the speed limit for the next 6 months. How likely or unlikely is it that the police would stop you?

The graph on the left presents the percentage of drivers who speed all or most of the time in a variety of scenarios. The green bars present the percentage among those who said it would be very or somewhat likely that they would get stopped by police if they consistently sped over the next six months. The rust bars present the percentage among those who said it would be somewhat or very unlikely they would get a stopped, and the grey bars present those who did not know how likely getting stopped would be.

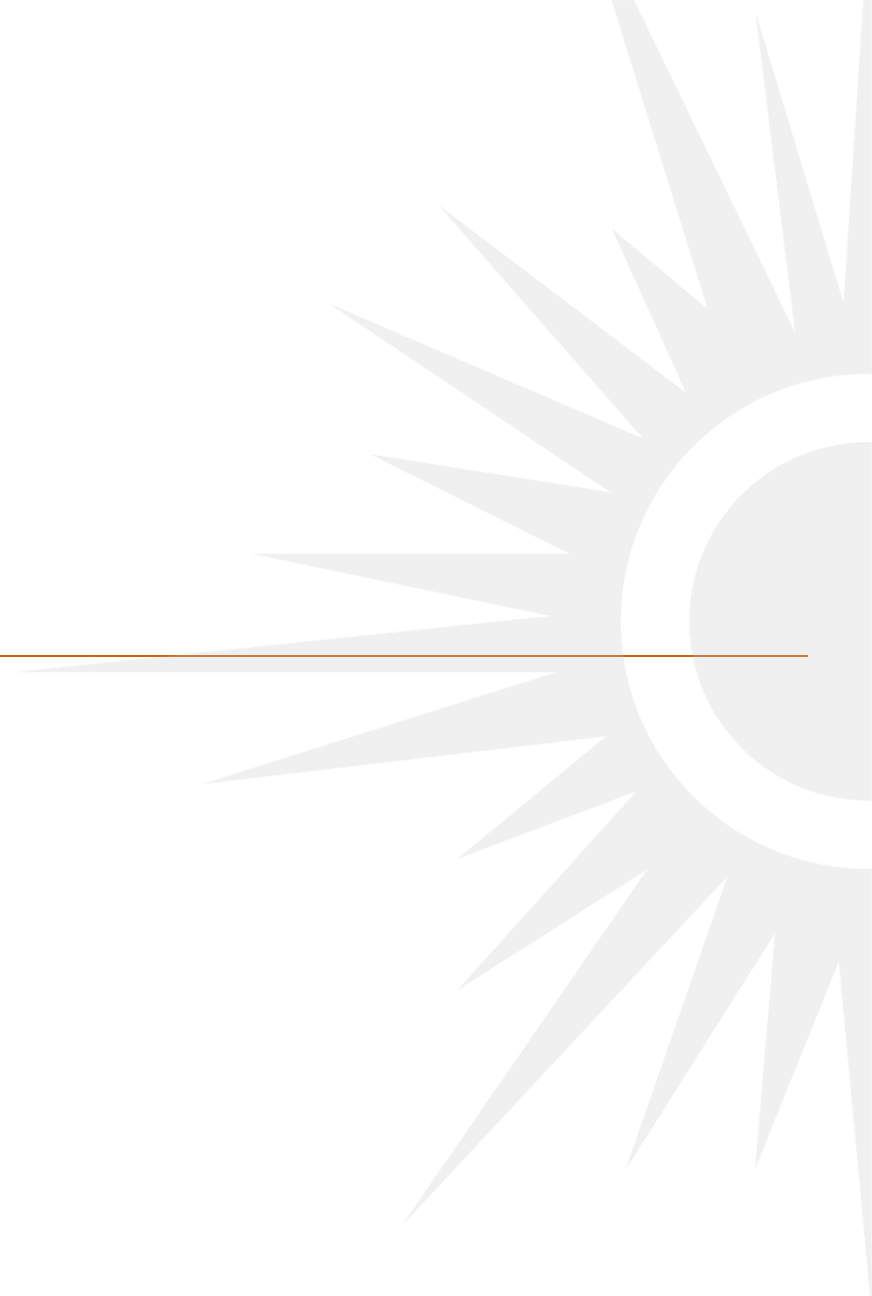
- > If the threat of getting stopped encouraged Coloradans to drive the speed limit, those who thought getting stopped was likely would speed at a lower rate than those who thought getting stopped was unlikely. As can be seen in the graph, this was the case on local highways.

Q5. How often, if ever, do you drive over the speed limit? The likelihood of getting stopped for the first two scenarios was asked about consistently speeding with a 30-mph speed limit. The second two scenarios asked about consistently speeding with a 65-mph limit.

Section 4

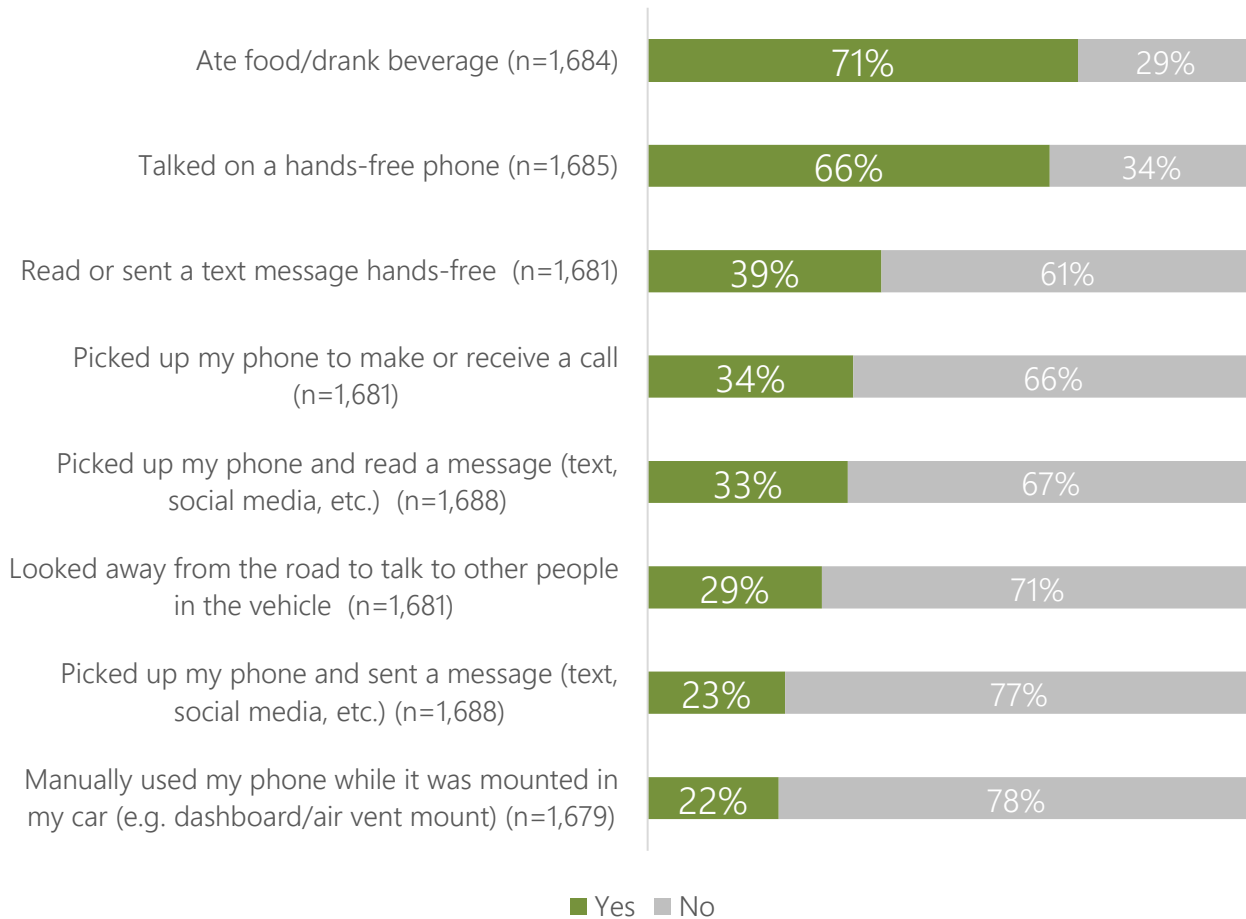
# **Distracted Driving**

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# Most Colorado drivers ate food/drank a beverage and talked on a hands-free phone while driving in the last week

Activities Done While Driving Over The Last 7 Days

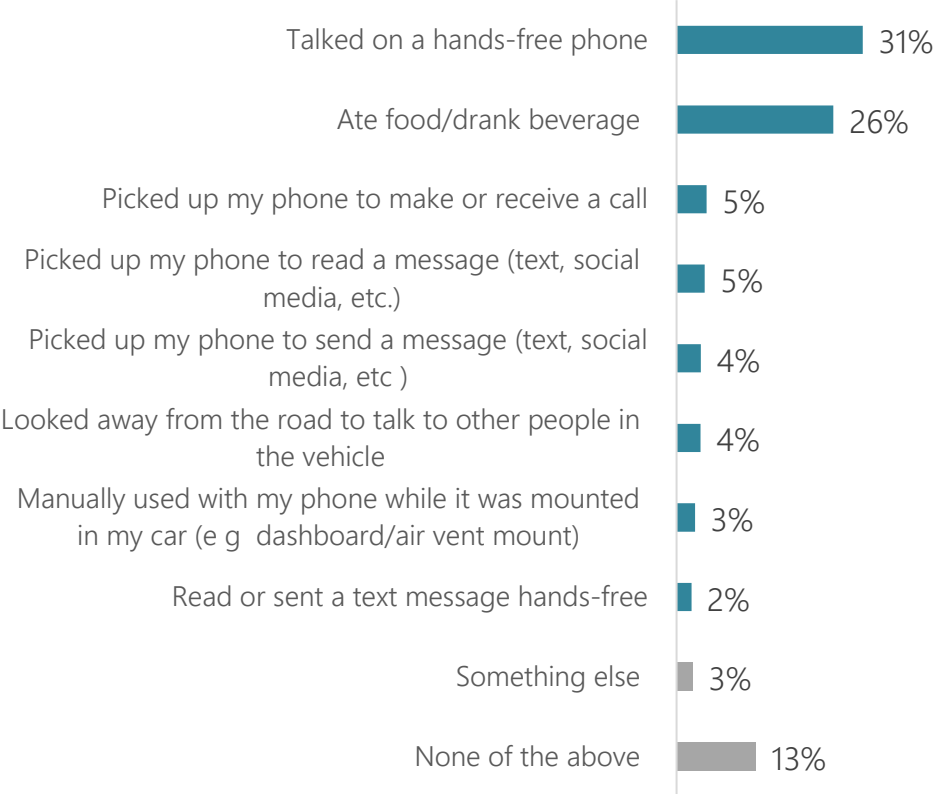


- > Nearly three out of four Colorado drivers (71%) said they ate food/drank a beverage while driving in the last seven days.
- > Nearly two out of three (66%) said they had talked on a hands-free phone in the last seven days while driving.
- > Drivers aged 18–44 were more likely to say they did each of these following items in the last seven days than older drivers. These younger drivers were especially more likely to pick up their phone to make/receive a call (49%), read a message (47%), and send a message (37%) than older drivers (20%, 20%, and 10% respectively).
- > Similarly, People of Color were more likely to say they picked up their phone to make/receive a call (47%), read a text message (42%), and send a text message (34%) than drivers identifying as White alone (27%, 28%, and 16% respectively).

Q7. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

# Colorado drivers said talking on a hands-free phone and eating/drinking were the most frequent distractions

Activity Done Most Often While Driving in The Last 7 Days  
(n=1,589)

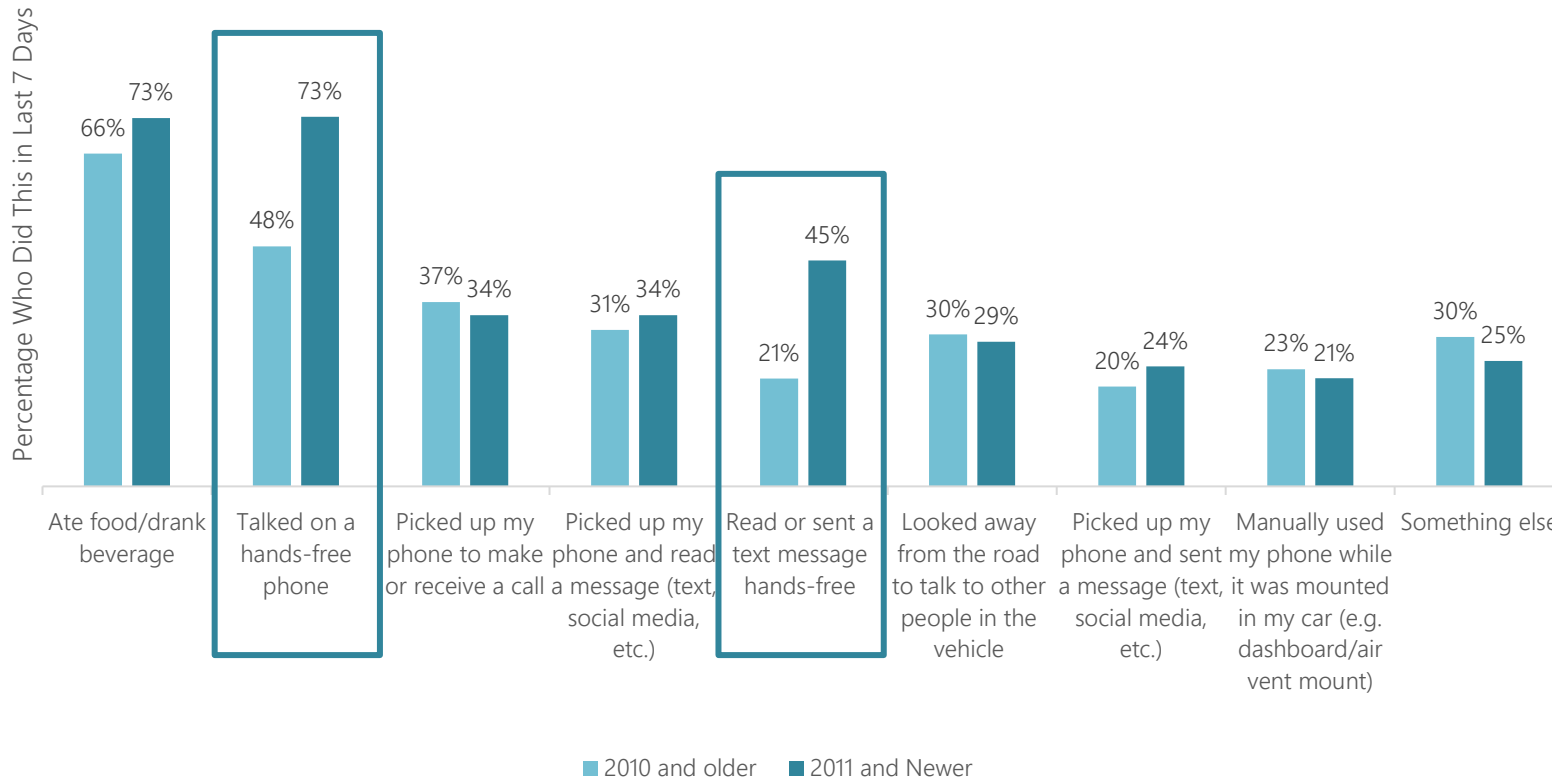


Respondents were asked to identify the activity that they did most often while driving over the last 7 days.

- > Nearly one third of drivers (31%) said their most frequent activity while driving was talking on a hands-free phone, and an additional quarter (26%) identified eating food or drinking a beverage as their most frequent distraction.
- > Drivers aged 18–24 were more likely to say picking up their phone to send a text message (19%), read a text message (12%), and make/receive a call (9%) was their most frequent distraction than older drivers (3%, 4%, and 5% respectively). In contrast, older drivers were more likely to say talking on a hands free-phone (32%) than the youngest drivers (18%).
- > Drivers with 2011 and newer primary vehicles were more likely to say talking on a hands-free phone was their most common distraction (36%) than those with older vehicles (16%).

# Drivers with newer car models were more likely to say they used their phones hands-free for calls and texts

Distractions by Year of Vehicle Driven



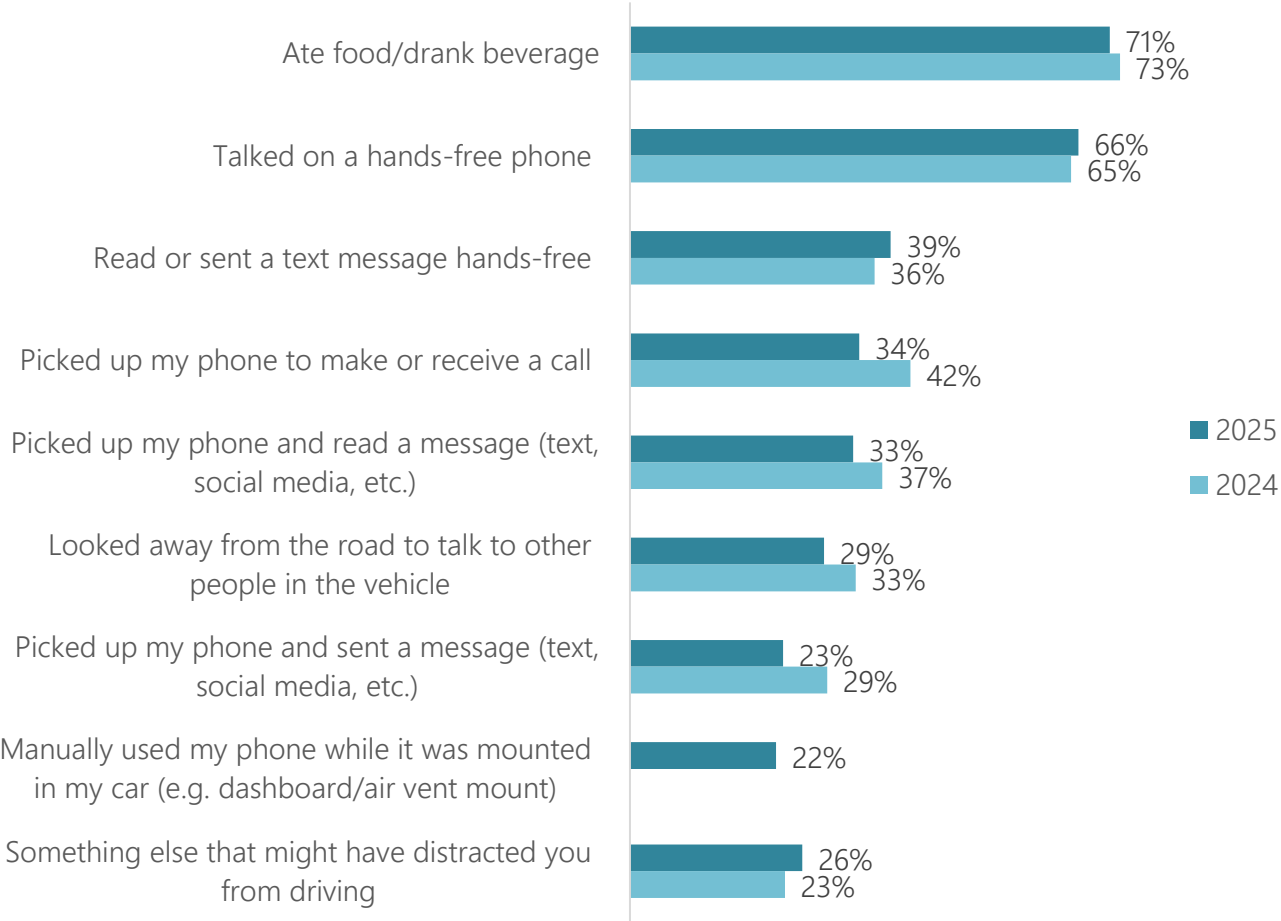
The graph on the left presents the percentage of drivers who said they did each of the following distracting behaviors while driving over the last seven days. The light blue bars represent drivers who primarily drive a vehicle that is a 2010 model or older and the dark blue bars represent those who drive a vehicle that is a 2011 model or newer.

- > Those who drive a 2010 or newer model were much more likely to talk hands-free on a phone (73%) or read/send a text message hands-free (45%) than those with older models (48% and 21% respectively).
- > However, drivers with newer models were no less likely to pick up their phone and send a message (24%), read a message (34%), or make/receive a call (34%) than those with older models (20%, 31%, and 37% respectively).

Q7. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

# Handheld phone use decreased between 2024 and 2025

Activities Done While Driving Over The Last 7 Days



- > The share of Colorado drivers that said they picked up their phone to make or receive a call in the last seven days decreased from 42% in 2024 to 34% in 2025.
- > Additionally, the share of drivers who said they picked up their phone and sent a message decreased from 29% in 2024 to 23% in 2025.
- > While the share of drivers that said they picked up their phone to read a message decreased from 37% in 2024 to 33% in 2025, this decrease was not statistically significant.

*The option of "Manually used my phone while it was mounted in my car (e.g. dashboard/air vent mount)" was included for the first time in 2025.*

Q7. During the past 7 days, how often, if ever, did you do each of the following while you were driving? If you did not drive in the last 7 days, please tell us about a typical week. Check one answer for each item below.

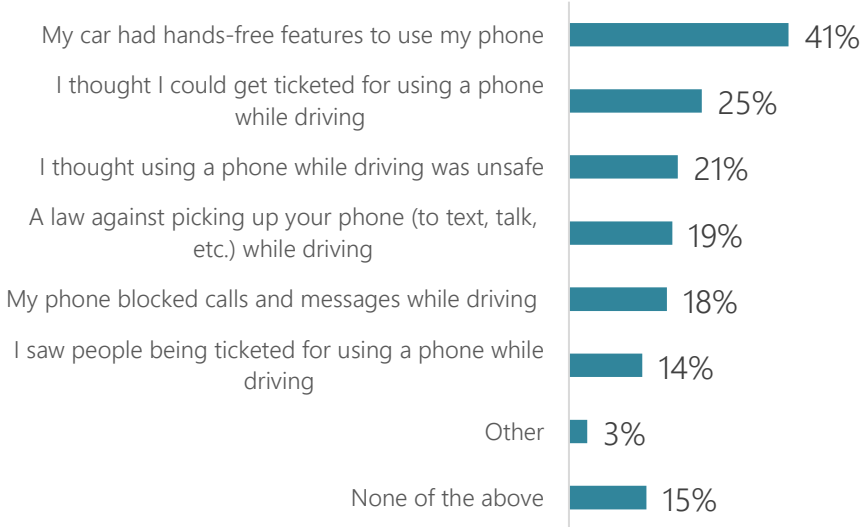
# Those who used their phone while driving were most likely to say hands-free features in their car would get them to stop

Uses Phone While Driving (n=1,695)



■ Never uses phone while driving or skipped ■ Uses phone at all while driving

What Would Get Respondents to Stop Using Their Phone While Driving (n=1,170)



- > Nearly three out of four (71%) drivers said they use their phone while driving (down from 77% in 2024).
- > Two out of five who use their phone at all while driving (45%) said their car having a hands-free feature would get them to stop using their phone.
- > One quarter of those who used their phone while driving (25%) said they would stop using the phone if they thought they could get ticketed for using it.
- > Drivers aged 18–24 were more likely (29%) to say that seeing people being ticketed for using a phone while driving would get them to stop using their phone than older drivers (12%). Alternatively, older drivers were more likely (43%) to say hands-free features in their car would decrease phone use than those aged 18–24 (26%).
- > Black or African American drivers were twice as likely (34%) than White drivers (17%) to say a law against picking up your phone while driving would stop their use.

Q10. If you sometimes use your phone while driving, would any of these get you to stop? Check all that apply.

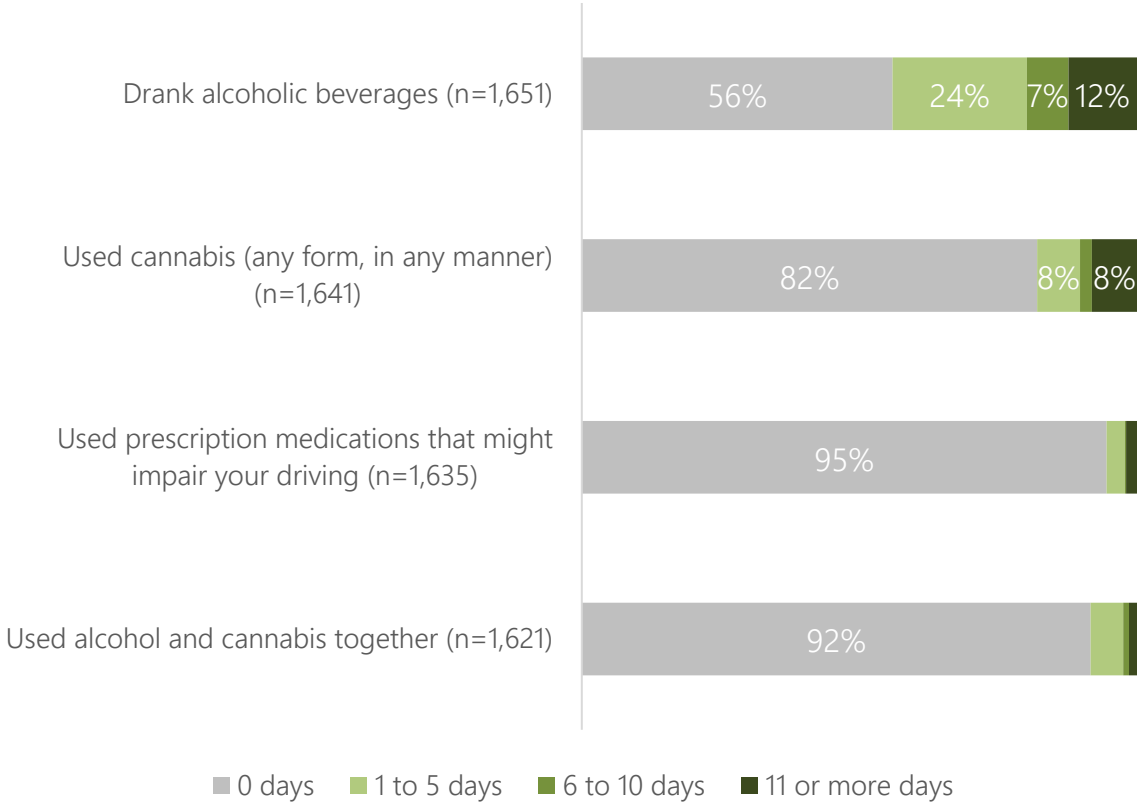
Section 5

## **Driving Under the Influence**

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# Nearly one out of five Colorado drivers used cannabis in the last 30 days

Out of The Past 30 Days, Number of Days That...

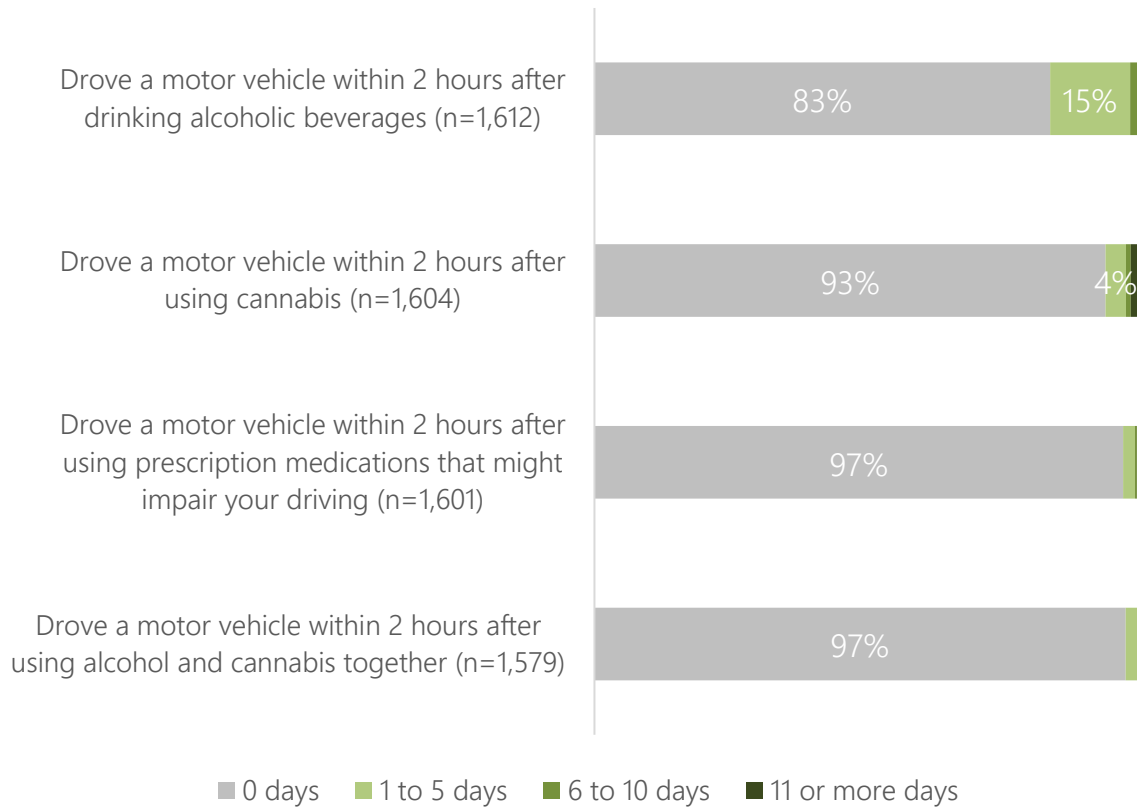


- > Nearly half (44%) of Colorado drivers said they drank alcohol at least one day out of the last 30 and 12% said they drank alcohol 11 days or more in that timeframe.
- > Nearly one out of five (18%) Colorado drivers said they used cannabis in the past 30 days.
- > Male drivers were more likely (21%) to say they used cannabis in the last 30 days than female drivers (15%).
- > Drivers aged 18–44 were much more likely to have used cannabis (30%) and alcohol (51%) than older drivers (8% and 39% respectively) in the last 30 days.
- > White drivers were more likely (48%) to say they drank alcohol than People of Color (38%). Alternatively, People of Color were more likely (27%) to say they used cannabis than White drivers (13%) in the last 30 days.

Q11. Out of the past 30 days, on about how many days did you do the following? For each item, please write a number between 0 and 30 days; if you did not do it in the past 30 days put "0". Your answer cannot exceed 30 days.

# Most Colorado drivers had not driven under the influence in the last 30 days

Out of The Past 30 Days, Number of Days That...



- > Nearly one fifth (17%) of drivers said that they drove a motor vehicle within 2 hours after drinking alcoholic beverages at least one day in the past 30. However, only 2% said they did this 6 or more days in the past 30.
- > Alternatively, 7% of drivers said they drove a motor vehicle within 2 hours after using cannabis in the past 30 days.
- > A small share (3%) of drivers said they drove within 2 hours of using prescription medications that might impair their driving or within 2 hours of using alcohol and cannabis together.
- > Drivers from the Denver metro area were much more likely to say they drove within 2 hours of using cannabis (10%) than those from other regions (3%).
- > Male drivers were more likely (22%) to say they had driven within 2 hours of drinking alcoholic beverages than female drivers (12%).
- > Drivers with a college degree were more likely (22%) to say they have driven within 2 hours of drinking alcohol in the last 30 days than those with lower educational attainment (10%).

Q11. Out of the past 30 days, on about how many days did you do the following? For each item, please write a number between 0 and 30 days; if you did not do it in the past 30 days put "0". Your answer cannot exceed 30 days.

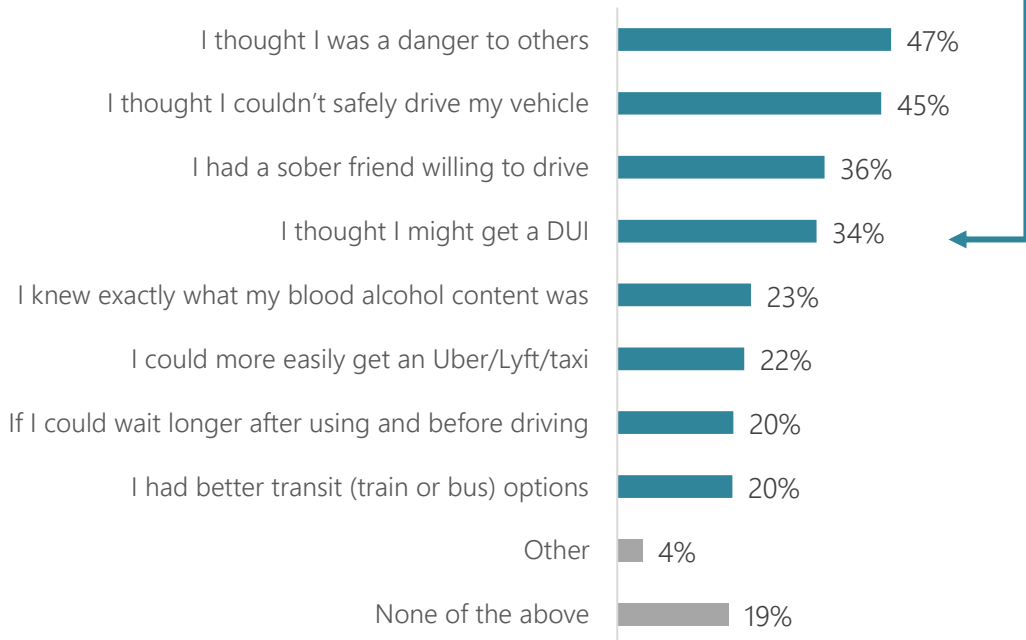
# Those who drove under the influence were most likely to say they would stop doing so if they thought they were a danger to others

Drives Under The Influence (n=1,695)



- Never drives under the influence
- Drives after using alcohol, cannabis, or prescription drugs

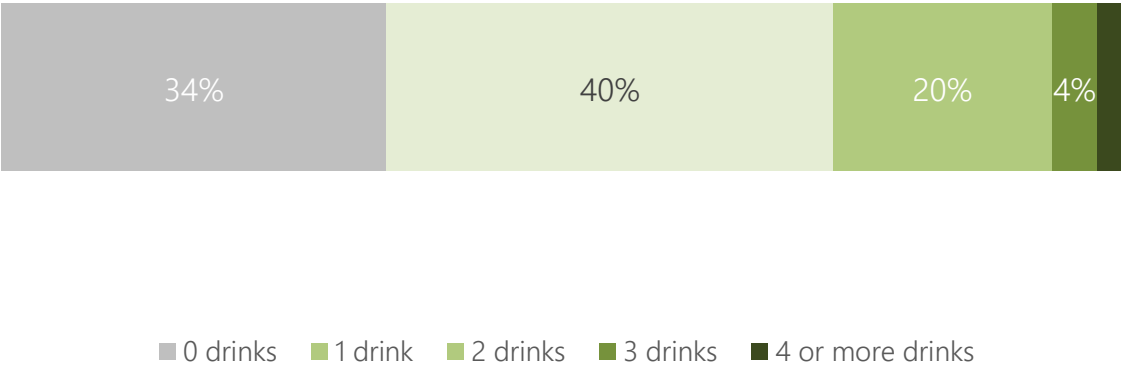
What Would Get Respondents to Stop Driving Under The Influence (n=641)



- > Most Colorado drivers (61%) said they never drive after using alcohol, cannabis, or prescription drugs.
- > Among those who said they engaged in this behavior, about half said they would stop if they thought they were a danger to others (47%) or that they couldn't safely drive their vehicle (45%).
- > About one out of three drivers who drove under the influence said they would stop if they had sober friend willing to drive (36%) or thought they might get a DUI (34%).
- > Drivers without a college degree were more likely to say none of the above (29%) than those with higher educational attainment (11%).
- > White drivers were more likely (28%) than People of Color (14%) to say they would stop driving under the influence if they knew exactly what their blood alcohol content was.

# Most Colorado drivers said they would feel comfortable driving after having either zero or one drink within a two-hour time period

Number of Drinks Within a 2-Hour Period And Still Feel Safe Driving (n=1,619)

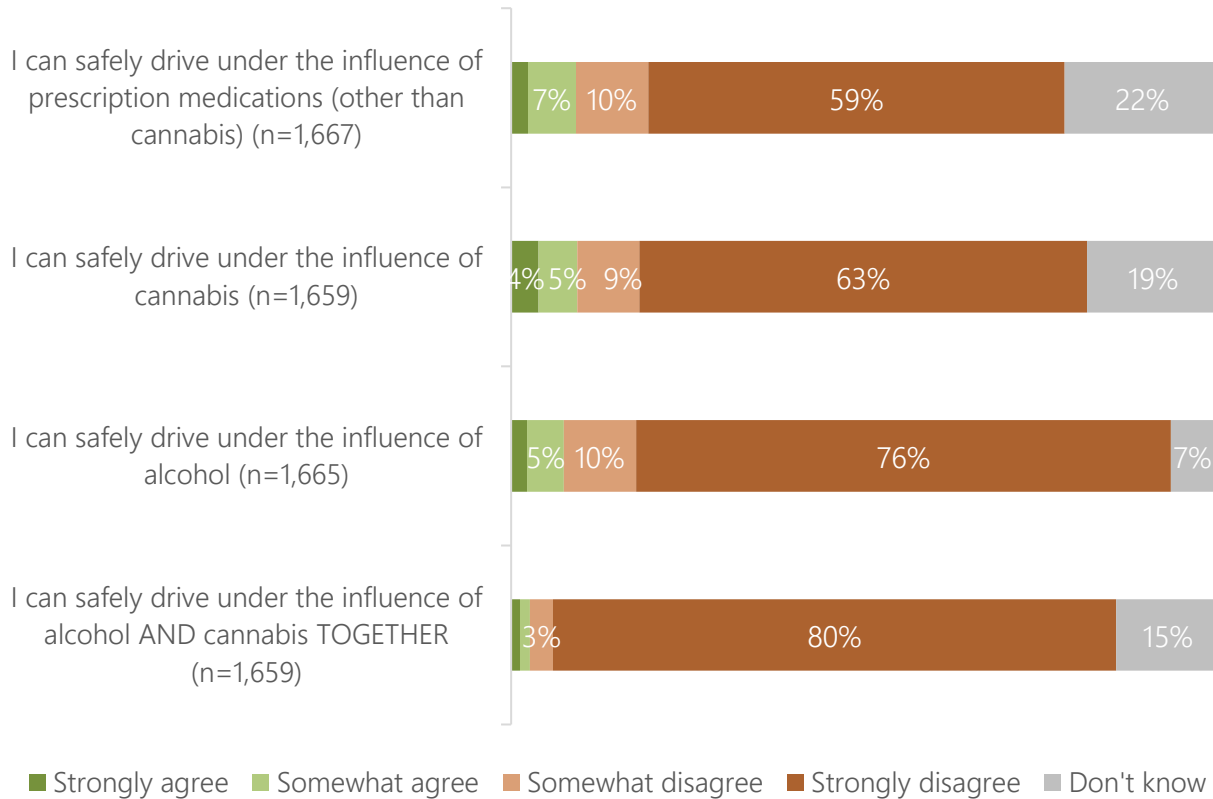


- > About one out of three drivers (34%) said they would only feel safe having zero drinks within two hours of driving. An additional four out of ten (30%) said they would feel safe having a single drink within a two-hour period before driving.
- > Few drivers (6%) said they would feel safe having three or more drinks.
- > Female drivers were less likely (17%) to say they felt safe having two or more drinks than male drivers (34%).
- > People of Color were more likely to say they would only feel comfortable having zero drinks (40%) than those identifying as White (31%).
- > Drivers aged 25–34 were more likely to say they felt safe driving after two or more drinks (37%) than those younger (29%) or older (23%).

Q13. How many drinks would you feel comfortable having within a 2-hour time period and still feel safe to drive a vehicle? Consider one drink a 12-ounce beer, a 5-ounce glass of wine, or 1 shot of liquor.

# Strong majorities of Colorado drivers disagreed that they could drive safely under the influence of various substances

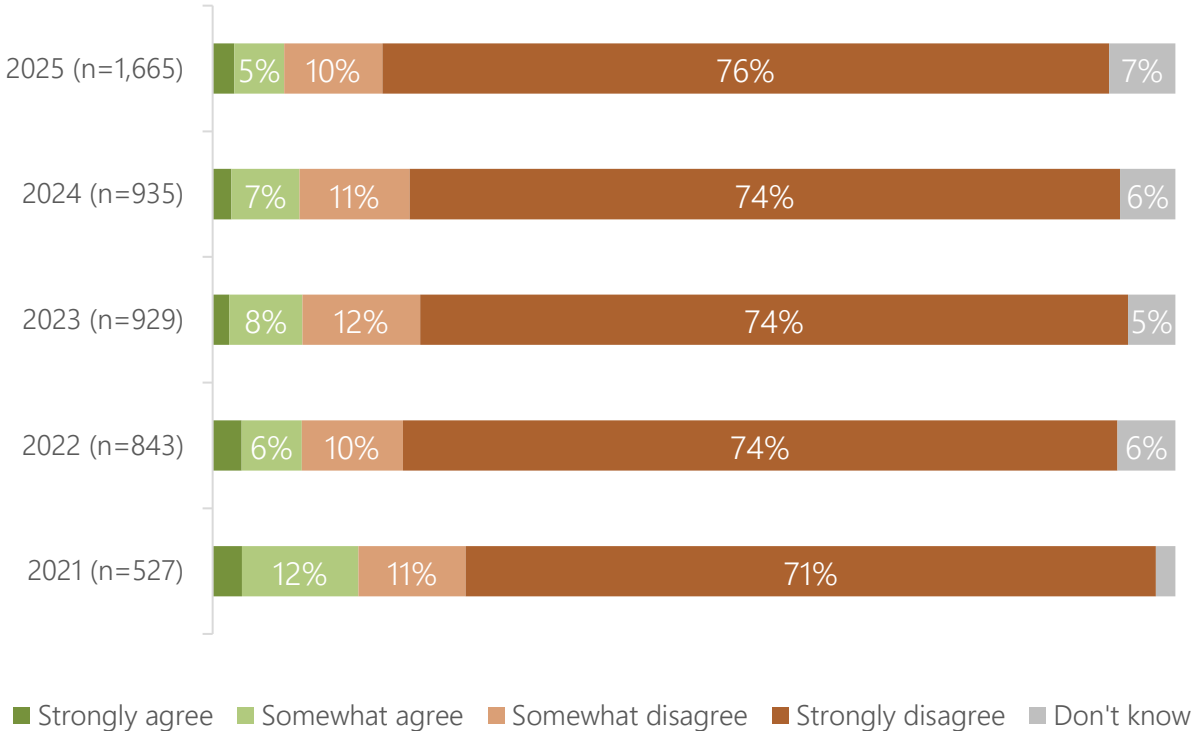
Agreement With Statements



- > A small share of Colorado drivers agreed (somewhat or strongly) that they could drive safely under the influence of prescription medication (9%), cannabis (9%), or alcohol (7%).
  - Drivers who drank alcohol were more likely to agree that they could safely drive under the influence of alcohol (10%) than those who did not (5%).
  - More than one third of drivers who had used cannabis in the last 30 days agreed they could drive safely under the influence of cannabis (36%) compared to fewer than one out of twenty (4%) of those who hadn't.
- > Drivers aged 18–44 were much more likely (16%) to agree they could drive safely under the influence of cannabis than older drivers (4%).
- > People of Color were more likely to agree they could drive safely under the influence of cannabis (18%) and alcohol (11%) than White drivers (4% and 5% respectively).
- > Drivers without a college degree were more likely to agree (15%) they could drive safely under the influence of cannabis than those with higher educational attainment (5%).

# The share of drivers who agreed they could drive safely under the influence of alcohol stayed fairly consistent between 2022 and 2025

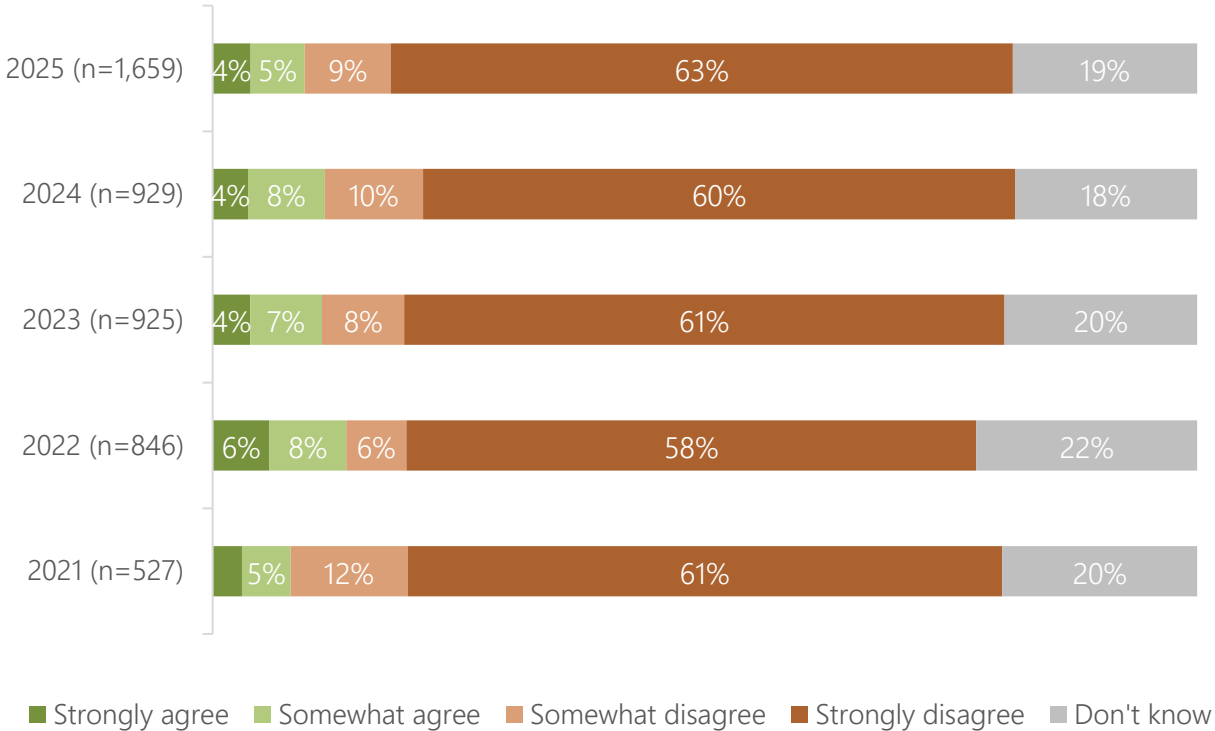
Agreement With This Statement: I Can Safely Drive Under The Influence of Alcohol



- > Comparing responses over time, a smaller share of Colorado drivers agreed (strongly or somewhat) that they could drive safely under the influence of alcohol in 2022 (9%) than in 2021 (15%). However, this percentage stayed fairly consistent in 2022 (9%), 2023 (9%), 2024 (9%), and 2025 (7%).
- > Over the last past five years, most Colorado drivers have strongly disagreed with this statement.

# Drivers disagreed that they could drive safely under the influence of cannabis at similar rates over the last five years

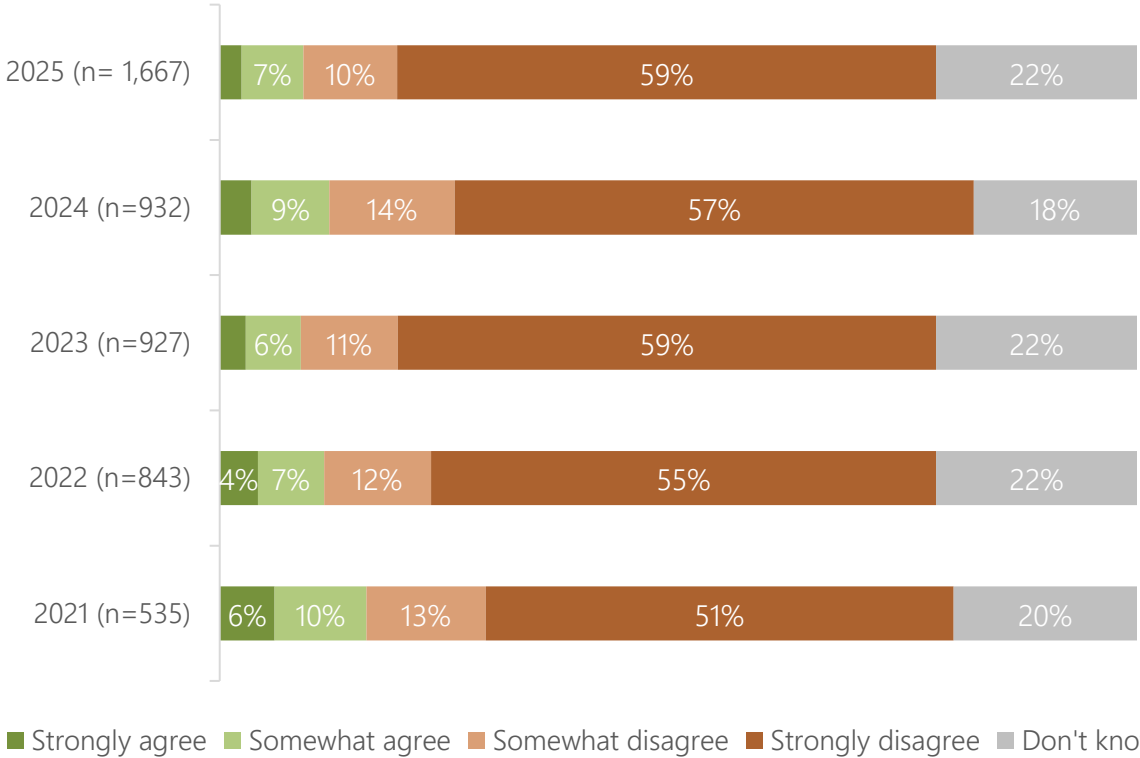
Agreement With This Statement: I Can Safely Drive Under The Influence of Cannabis



- > Overall, the share of Colorado drivers who agreed that they could drive safely under the influence of cannabis stayed largely the same between 2022 and 2025.
- > Most Colorado drivers have consistently strongly disagreed that they could drive safely under the influence of cannabis over the last five years.
- > Around one out of five drivers said they did not know if they could safely drive under the influence of cannabis over the last five years.

# The share of drivers who agreed they could drive safely under the influence of prescription medications largely stayed the same

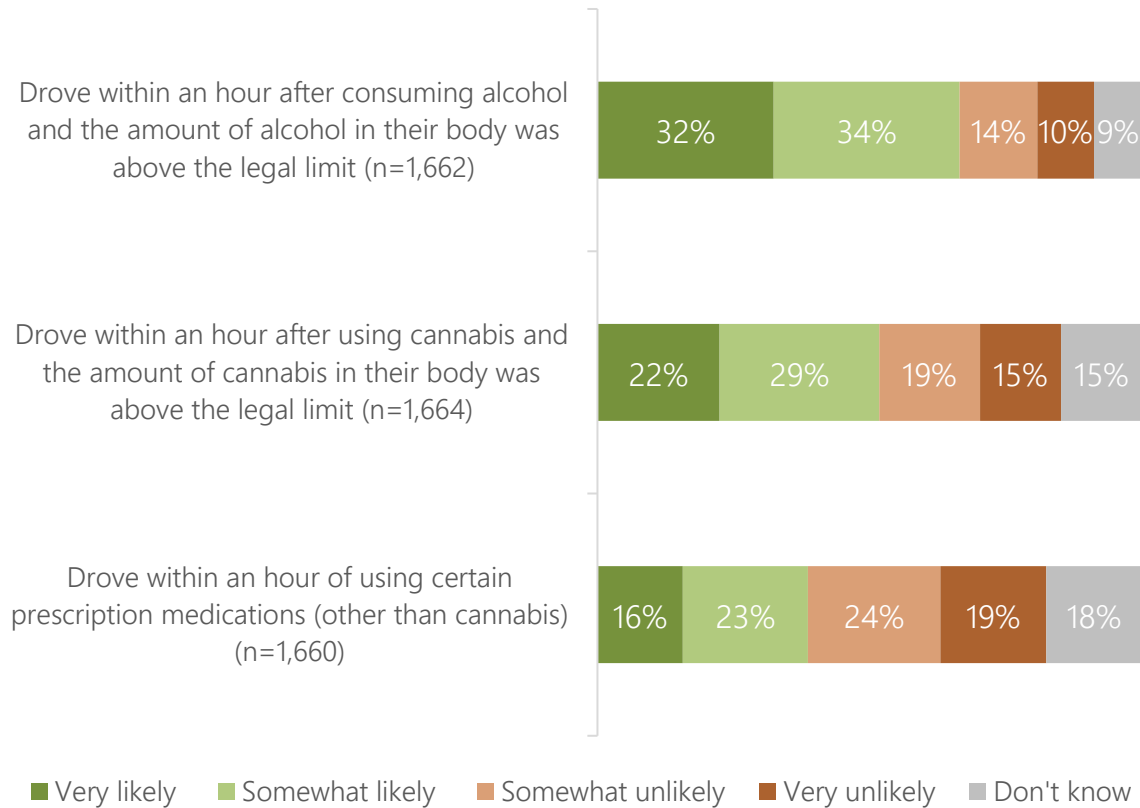
Agreement With This Statement: I Can Safely Drive Under The Influence of Prescription Medications



> Comparing responses over time, a similar share of Colorado drivers agreed (strongly or somewhat) that they could drive safely under the influence of prescription medications. While this share dropped from 12% in 2024 to 9% in 2025, this difference was not statistically significant.

# Colorado drivers were more likely to think someone would get a DUI for driving after consuming alcohol than cannabis

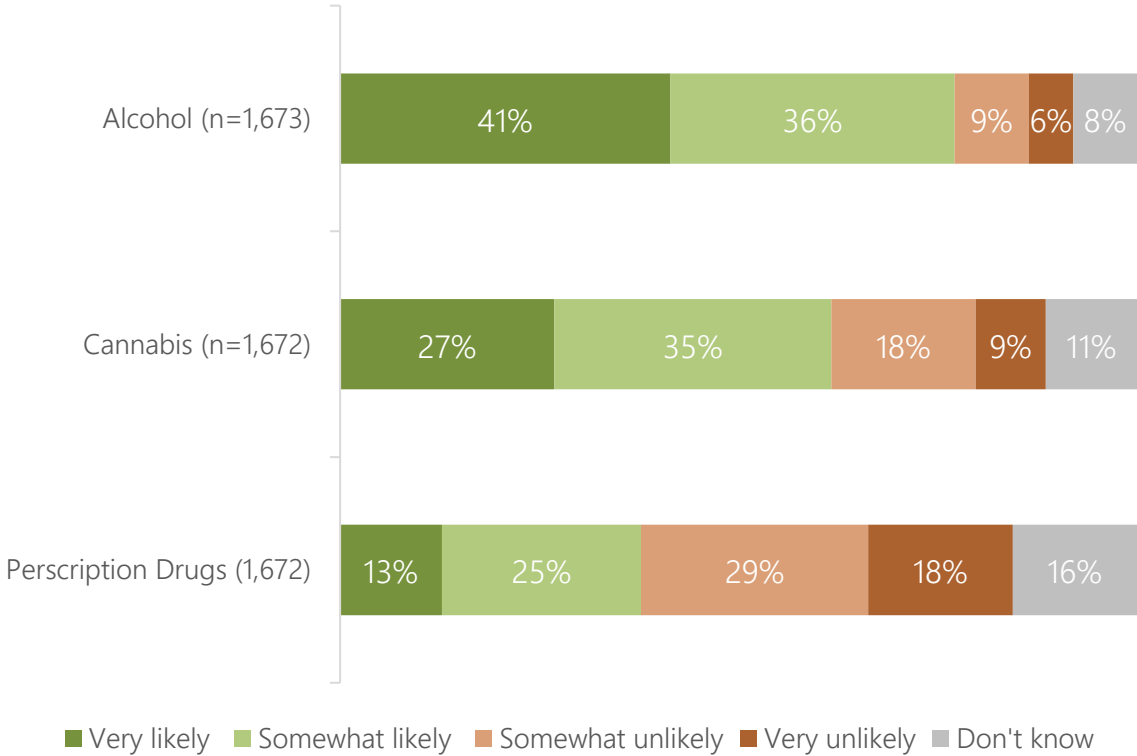
Likelihood of Getting a DUI When...



- > While 66% of drivers thought it was at least somewhat likely that a person would get a DUI if they drove within an hour after consuming alcohol and the amount of alcohol in their body was above the legal limit, a smaller share believed the same for cannabis (51%) and certain prescription medications (39%).
- > People of Color said it was very likely that a person would get a DUI after consuming alcohol (44%), cannabis (33%), and prescription medication (26%) at higher rates than White drivers (26%, 16%, and 10% respectively).
- > Those who had driven within two hours of using cannabis in the last 30 days said getting a DUI in this scenario was very likely at a lower rate (11%) than those who had not done so in the last month (23%).
- > Drivers with college degrees said getting a DUI after consuming cannabis (28%) and alcohol (18%) was very likely at lower rates than drivers with lower levels of educational attainment (39% and 29% respectively).

# Colorado drivers thought it was more likely that a police officer could accurately tell if a driver recently consumed alcohol than cannabis or prescription drugs

Likelihood a Police Office Could Accurately Tell if a Driver Recently Consumed...

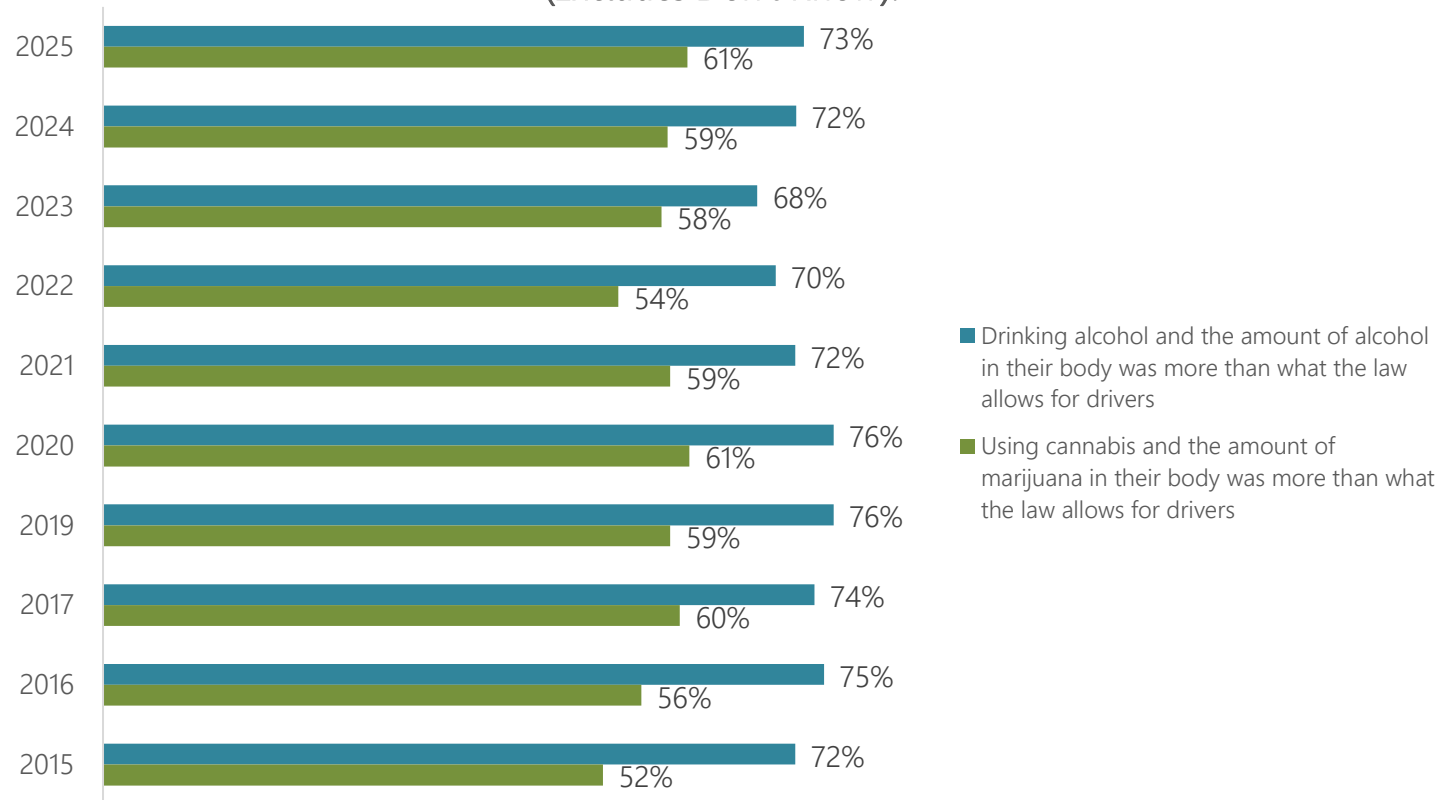


- > Three out of four Colorado drivers (77%) said it was at least somewhat likely that a police officer could accurately tell if a driver had recently consumed alcohol, and a about two out of five (41%) said this would be very likely.
- > While most drivers (62%) said it was at least somewhat likely that a police officer could tell if a driver had recently consumed cannabis, only about one quarter (27%) said this was very likely.
- > Those who used cannabis within two hours of driving in the last 30 days said an officer accurately telling if someone recently used cannabis was likely (somewhat or very) at a lower rate (43%) than those who had not (63%).
- > Denver metro area drivers aid it was very unlikely that an officer could accurately tell if someone recently consumed cannabis at a higher rate (13%) than drivers from other regions (5%). Similarly, drivers aged 18–44 said this was unlikely at a higher rate (12%) than older drivers (6%).

Q16. At a traffic stop, how likely do you think it is for a police officer to accurately tell if a driver has recently consumed...?

# The share of drivers who thought it was likely that a person would get a DUI after driving under the influence has been similar over the last five years

Percentage of Respondents Who Think it is Likely or Very Likely That Law Enforcement Would Stop Someone For Driving A Motor Vehicle After  
(Excludes Don't Know):

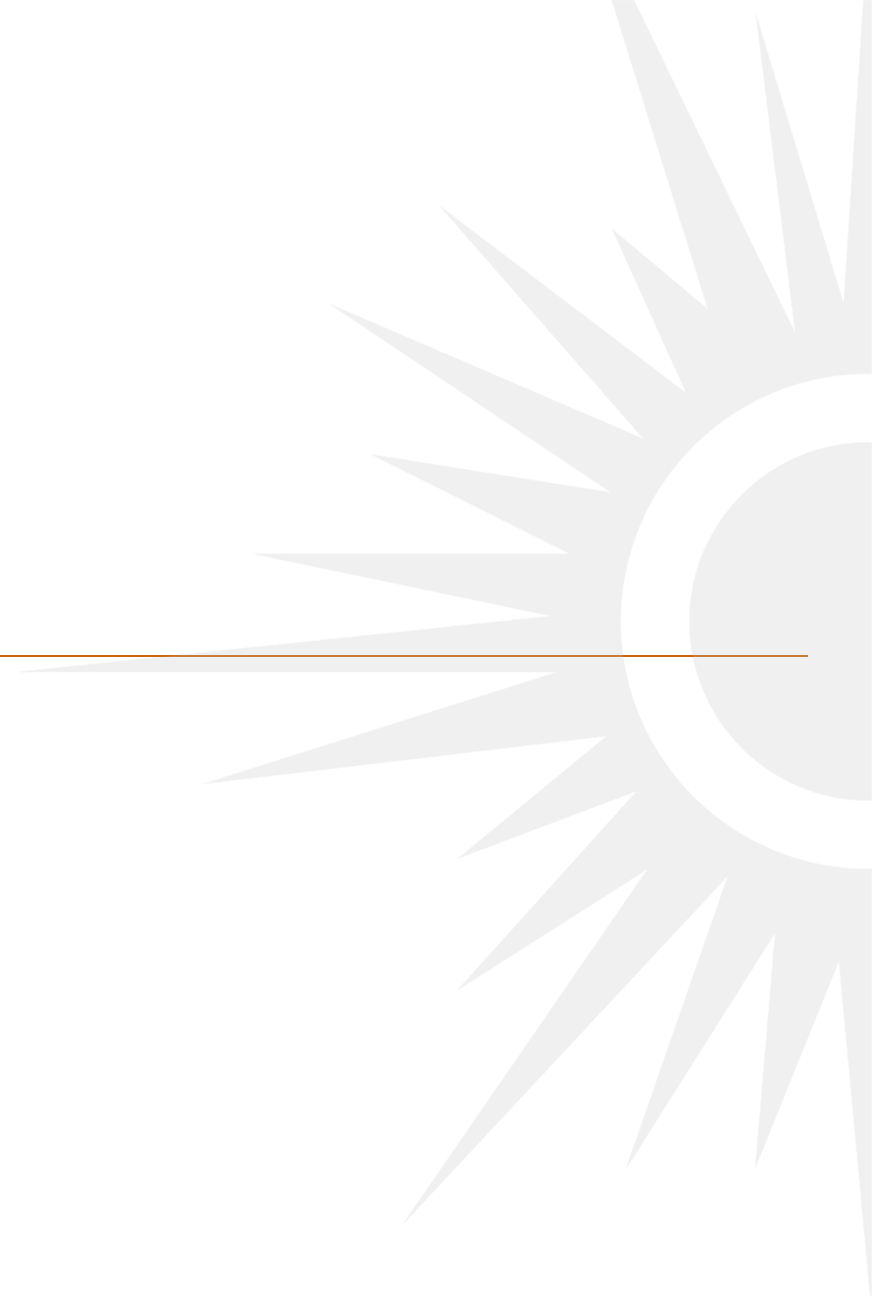


- > The differences in the percentage of Colorado drivers who said it would be likely or somewhat likely for a person to get a DUI if they drove within hours of drinking alcohol or using cannabis above the legal limit are minor year to year.
- > In 2022, 54% of drivers thought it would be likely or very likely for a driver using cannabis in this scenario to get a DUI. While this increased to 61% in 2025, this difference was not statistically significant.
- > Across all years, a lower share of Colorado drivers thought using cannabis above the legal limit would result in a DUI than those who thought drinking alcohol would result in a DUI.

Section 6

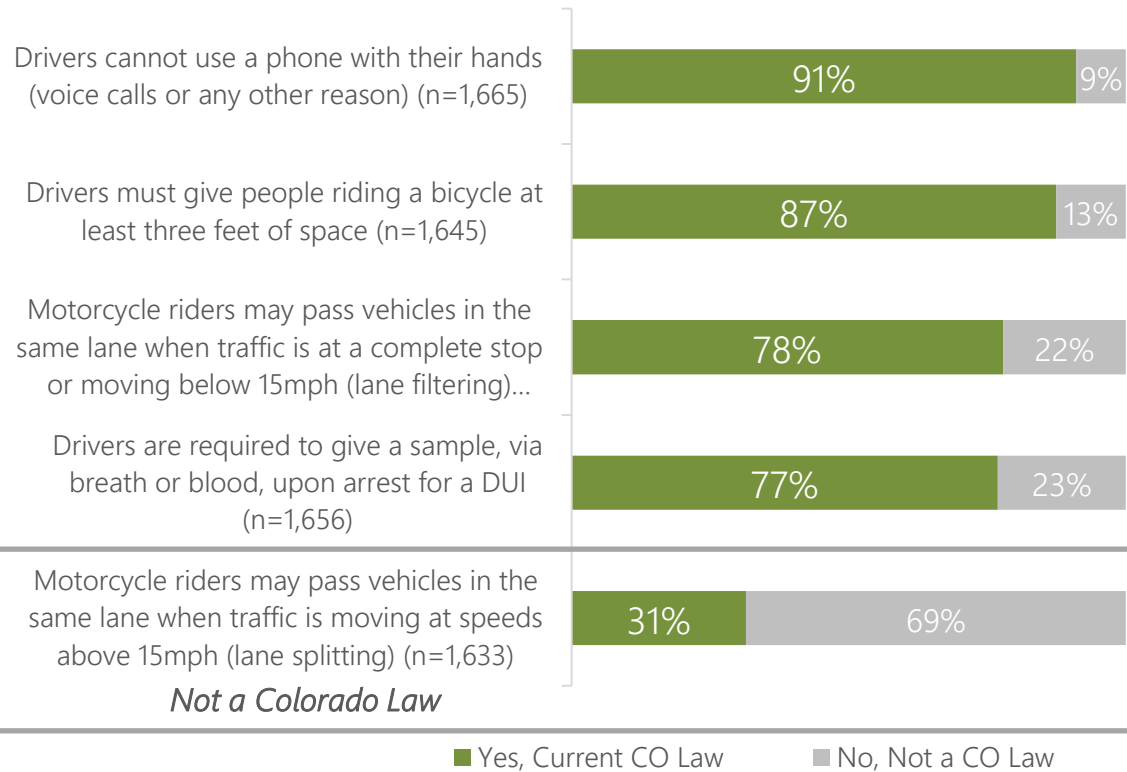
# **Awareness of Colorado Laws & Motorcycle Behavior**

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# Most drivers were aware of current Colorado laws

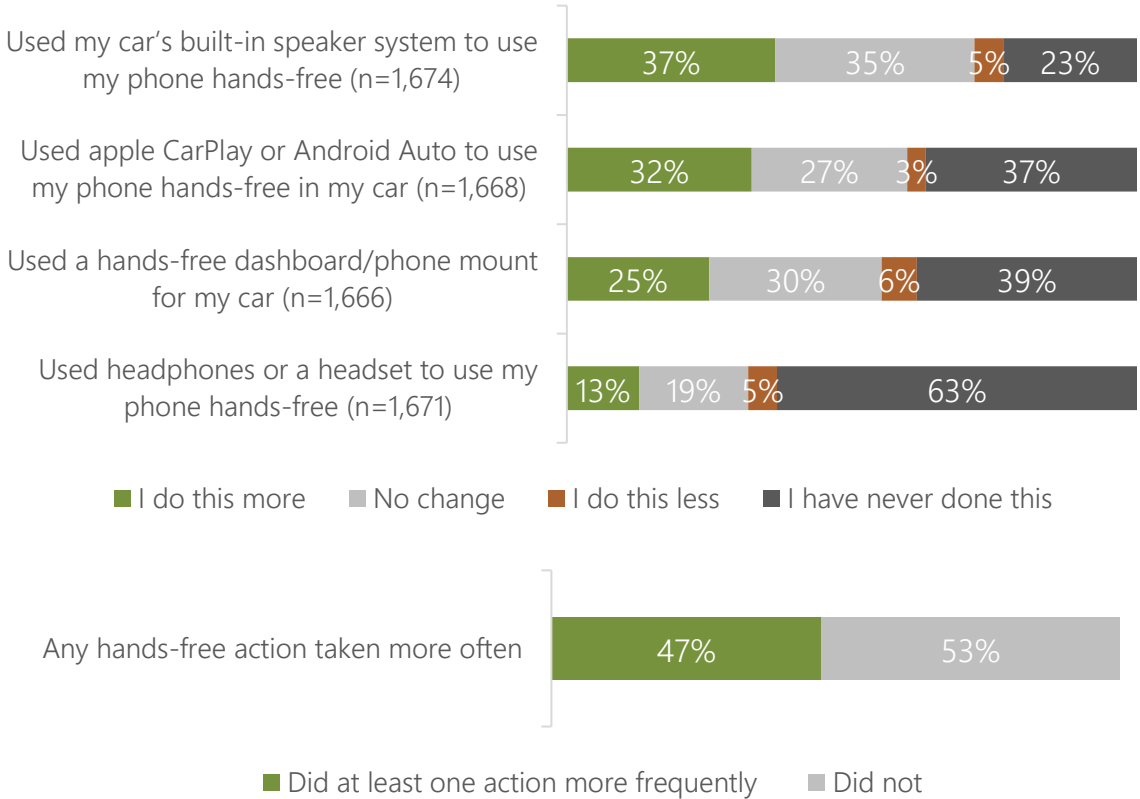
Which of The Following Do You Believe Are Currently Laws in Colorado?



- > About nine out of ten Colorado drivers believed that drivers could not use a phone with their hands (91%) and that drivers were required to give cyclists at least three feet of space (87%).
- > Nearly four out of five drivers (78%) believed that lane filtering was a current state law.
- > The 2024 survey asked respondents if they knew of the state law requiring blood or breath samples upon a DUI arrest (which could have increased the propensity for drivers to say “yes” compared to the 2025 structure). Nonetheless, similar shares of drivers said they knew of this law in 2024 (81%) and 2025 (77%).
- > 31% of drivers believed that lane splitting (not a Colorado law) was a current law in the state.
- > Drivers from outside of the Front Range were less likely to believe that lane filtering was a current law (70%) than Front Range drivers (80%).
- > Drivers aged 18–24 were less likely (62%) than older drivers (80%) to believe that lane filtering was a current law in Colorado.

# About half of Colorado drivers engaged in at least one hands-free phone action more frequently in the last six months

Change in Frequency Over The Last 6 Months While Driving

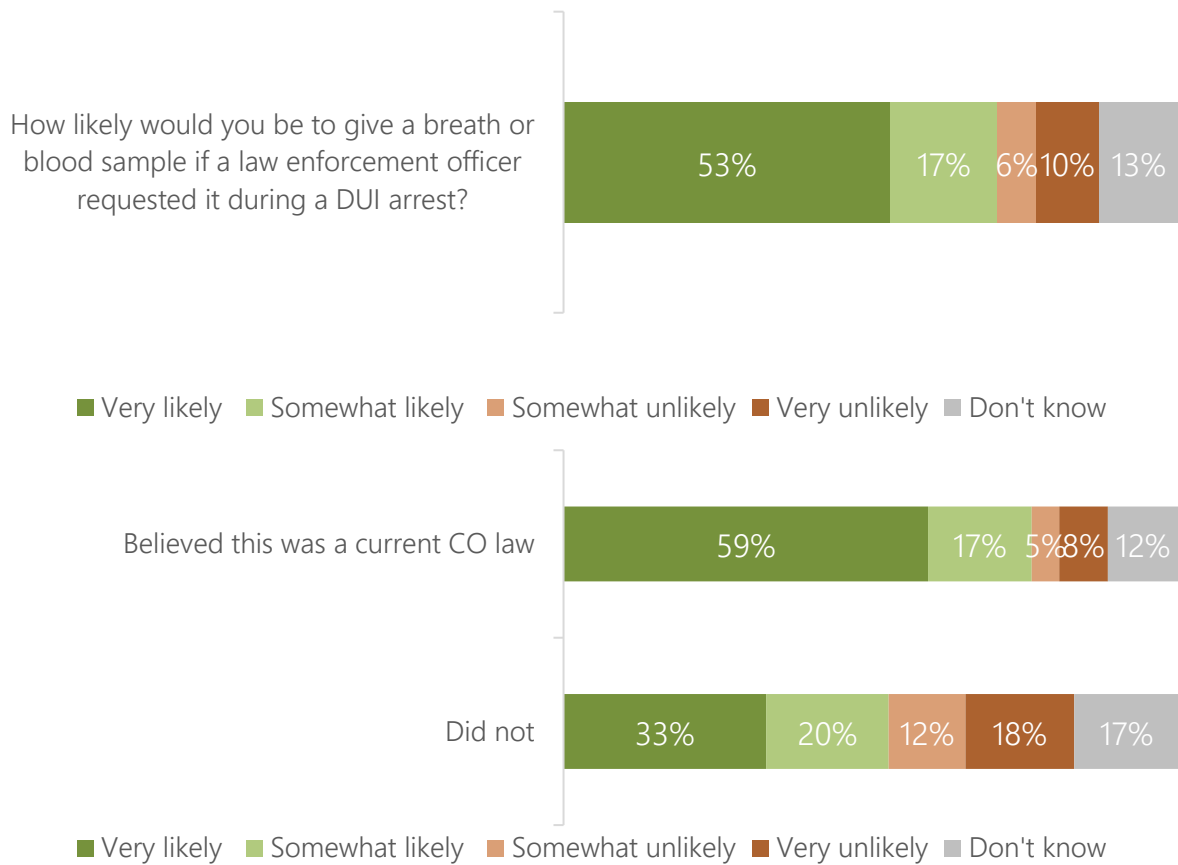


- > The top actions to facilitate hands-free phone use in the last six months were using car's built-in speaker system (done more frequently by 37% of drivers) and using CarPlay/Android Auto (done more frequently by 32% of drivers).
- > It was rare (3%–6%) for drivers to say they did any of these actions less frequently in the last six months.
- > Drivers with primary vehicles produced in 2011 or later were much more likely to use their car's built in speaker system (41%) or CarPlay/Android Auto (36%) more frequently than those with older primary vehicles (25% and 22% respectively).
- > Alternatively, those with primary vehicles older than 2011 were more likely to say they used headphones/headsets more frequently (19%) than those with newer vehicles (11%).
- > Drivers with household incomes of \$50,000 or above were more likely to do at least one of these actions more frequently (52%) than those with lower incomes (38%).
- > Drivers who were aware of the Colorado law against manual phone use responded similarly to those who were not aware.

Q18. Thinking about the last six months, have you changed how often you do any of the following while driving?

# About half of Colorado drivers said they would be very likely to give a breath or blood sample if requested during a DUI arrest

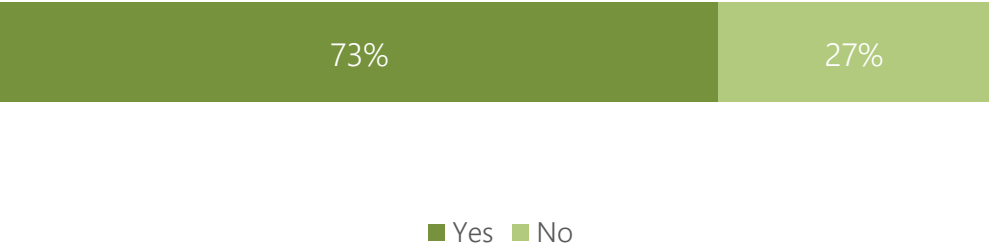
Likelihood of Giving Sample During a DUI Arrest (n=1,665)



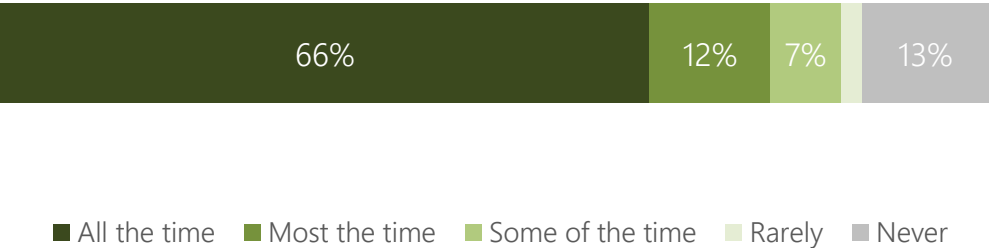
- > Drivers who thought this was a current law said they would be very likely to give a breath or blood sample at a much higher rate (59%, seen in the middle bar) than those who did not believe this was a current law (33%, seen in the lowest bar).
  - In 2024, 69% of drivers said they would be very likely to give a breath or blood sample in this scenario. However, that survey informed respondents that this was in fact required by law in a prior question, potentially increasing the share of drivers who selected this option.
- > Drivers aged 45 and older said they would be very likely to do this at a higher rate (62%) than drivers aged 18–44 (43%).
- > Those who drove within two hours of drinking alcohol in the last 30 days said they would be very likely to do this at a lower rate (36%) than those who did not (57%).
- > Denver metro area drivers said they would be very likely to do this at a lower rate (47%) than others (59%).

# Nearly three out of four motorcycle riders said their license includes an endorsement and most said they wear a helmet all the time

Respondent Has a Motorcycle Endorsement on Driver's License (n=238)



How Often Motorcycle Riders Wear Helmets (n=246)



- > Among Colorado drivers who ride motorcycles, 73% said their license includes an endorsement to ride motorcycles.
- > Among the drivers who said they ride a motorcycle, most (66%) said they wear a helmet all the time they ride. Few (13%) motorcycle riders said they never wear a helmet.
- > Helmet use stayed fairly consistent between 2024 and 2025, with the share of riders who said they do this most or all the time holding steady at 77% and 78% across these years.
- > Helmet use was related to seat belt behavior. Among riders who always wore their seat belt, 72% said they always wore a helmet. In contrast, only 41% of riders who didn't always wear a seat belt said they wore a helmet every time they rode.

Q24. If you ride a motorcycle, does your license include an endorsement to ride?

Q25. If you ride a motorcycle, how often do you wear a helmet?

Motorcycle rider status is determined by Q24 among respondents who did not select "I don't ride a motorcycle."

# Most motorcycle riders do not engage in lane filtering

Change in Motorcycle Riders Lane Filtering Behavior in Last 6 Months (n=239)



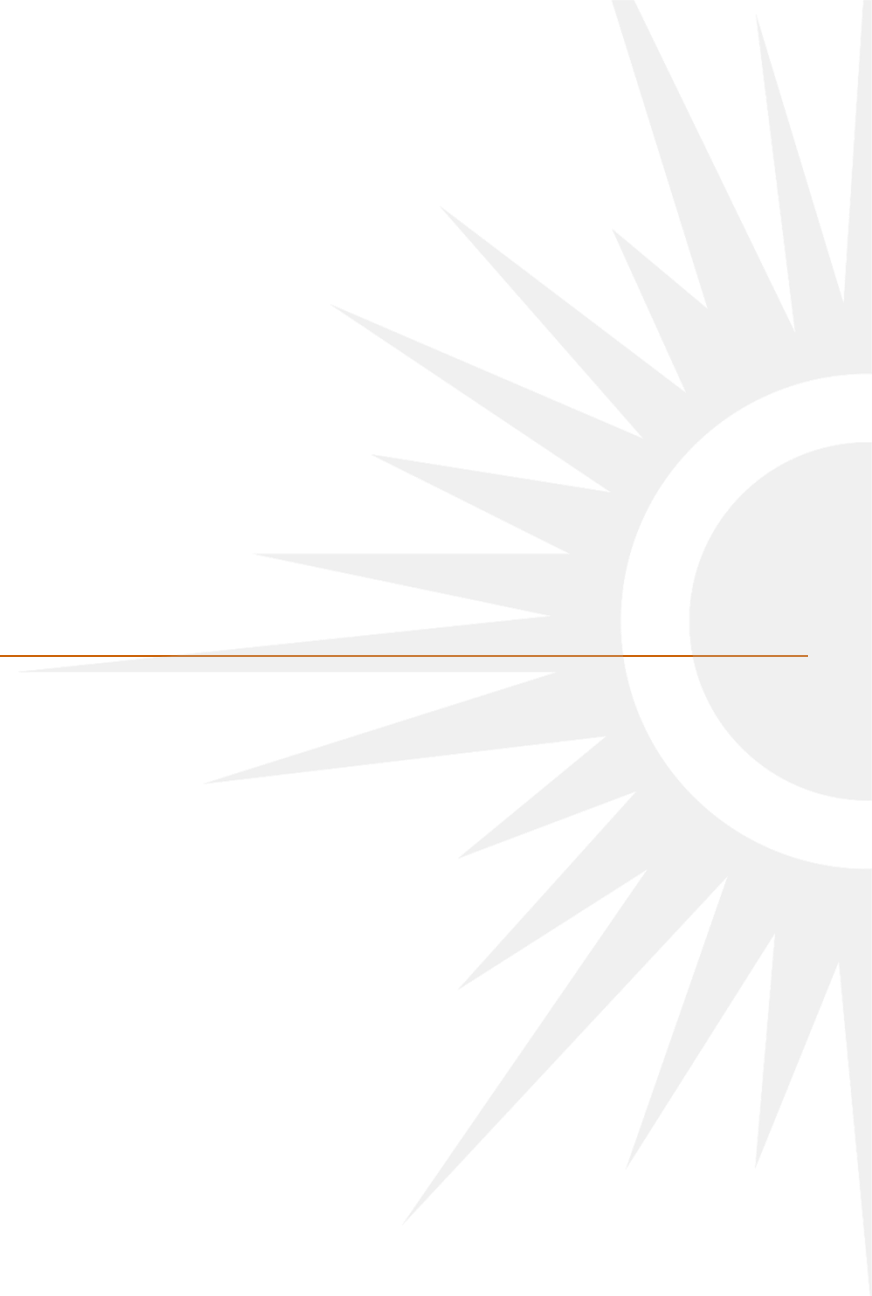
■ More frequently ■ About the same ■ Less frequently than in the past ■ I do not do this

- > Nearly three out of four (71%) of motorcycle riders said they do not pass vehicles in the same lane when traffic is at a complete stop.
- > Only 13% of motorcycle riders said they engaged in this behavior more frequently in the last six months.
- > Motorcycle riders who believed that this was allowed by Colorado law were more likely to say they did this in the last six months (50%) than those who did not believe this was allowed by law (19%).

Section 7

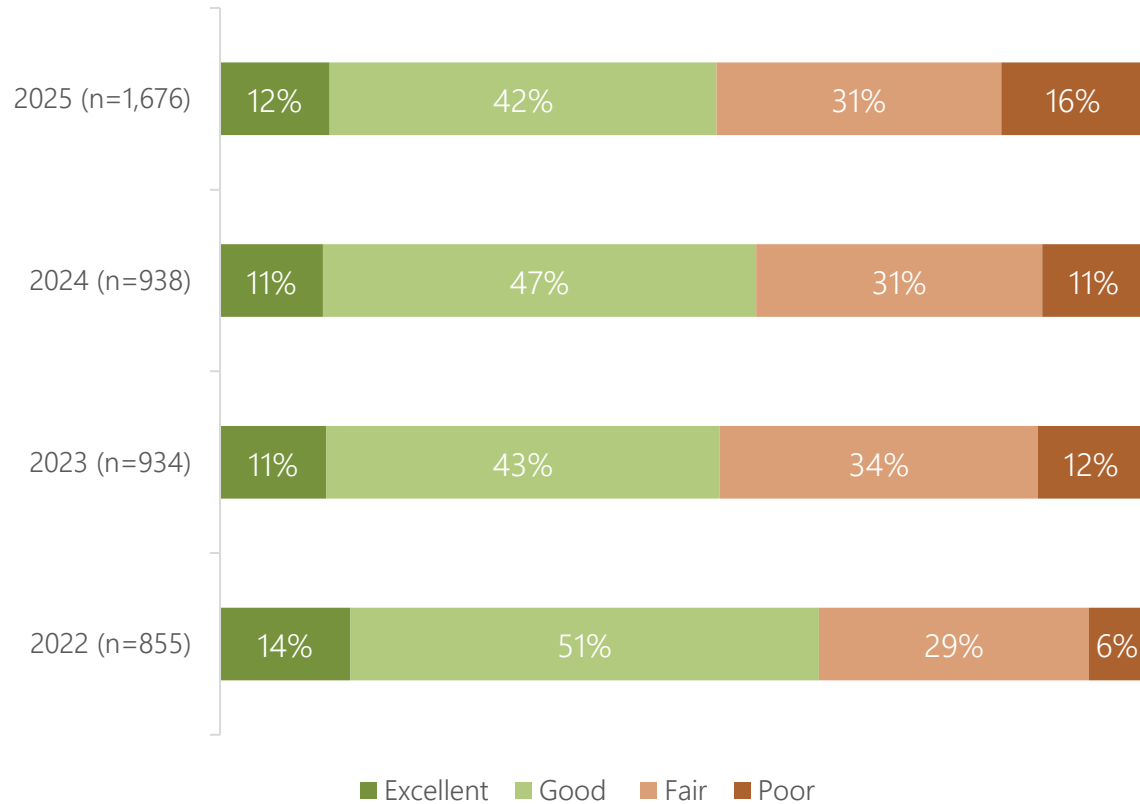
## **Relationship with CDOT**

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# While ratings of CDOT's job performance were similar in 2024 and 2025, the share of drivers giving "poor" ratings has increased over the last four years

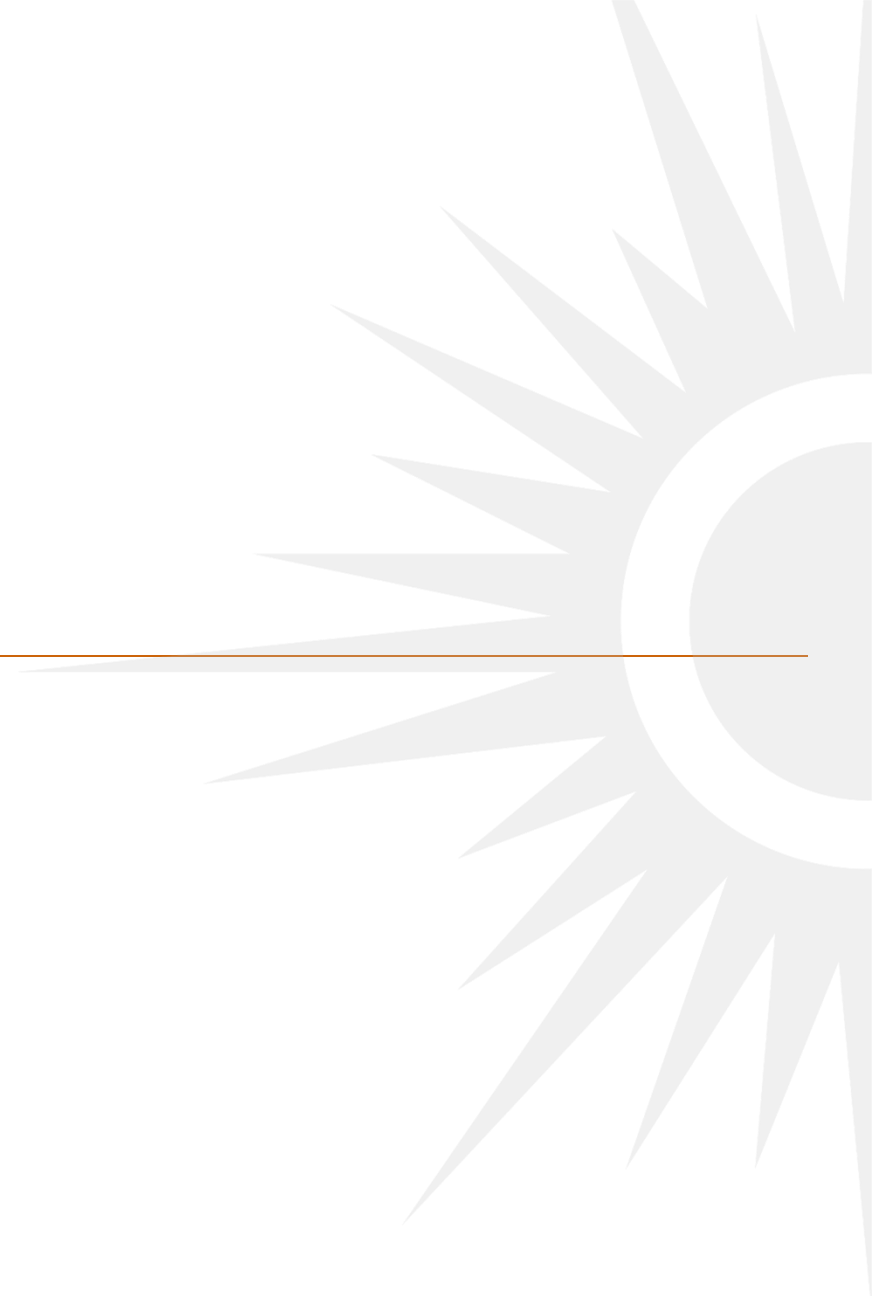
Rating of CDOT's Job Performance



- > Most Colorado drivers said that CDOT was doing a good (42%) or excellent (12%) job.
- > While there were no statistically significant differences between 2025 and 2024, the share of drivers who described CDOT's job performance as poor increased from 6% in 2022 to 16% in 2025. This difference was statistically significant.
- > In 2025, ratings were fairly consistent across demographics.

Section 8  
**Appendix**

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## Research mode

Survey with online and mail-back response options.

## Survey instrument

Corona Insights worked in collaboration with CDOT to update this survey instrument from previous iterations of the Driver Behavior Survey.

## Sample

A mail packet survey (in English and Spanish) sent to 10,000 randomly selected residential addresses with an oversample of non-Front Range counties. Residents were asked to have the adult in the household who most recently had a birthday complete the survey in order to hear from a diverse set of residents. Residents were informed that they could complete the survey on paper or at a provided link online. Addresses that did not initially reply were sent a follow-up postcard reminder. Non-drivers were excluded from analysis.

Simultaneously, Corona Insights collected responses from an online research panel provided by Dynata. Respondents were screened to ensure that they met the survey's age and location criteria. Through this panel, Corona oversampled hard-to-reach populations like younger residents and People of Color. Additional quality control checks were used to identify and delete poor quality responses.

## Time frame

Surveys were collected April 17th to May 31st , 2025.

## Total completes

In total, 1,695 Colorado residents completed the survey: 752 by mail, 322 online invited by mail, and 621 via the panel. The margin of error for the combined data was  $\pm 3.3\%$ . By supplementing with panel respondents, the data reflected in this report are not a true random sample and the margin of error is approximate. However, readers can generally assume that findings for the total in this report are very strong, while findings for individual segments are more moderate in their reliability. This margin of error accounts for the design effect of weighting the survey data to adult Colorado residents.

## Incentives

No financial incentive was offered to mail respondents. The panel provided a small incentive in the panel's currency to their respondents.

## Analysis

Statistical weighting of survey data is often employed to make survey responses more representative of the wider population. Data in this report were weighted to reflect the adult population of Colorado in terms of region, age, gender, and race/ethnicity based on the most recent data available from the US Census' American Community Survey.

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